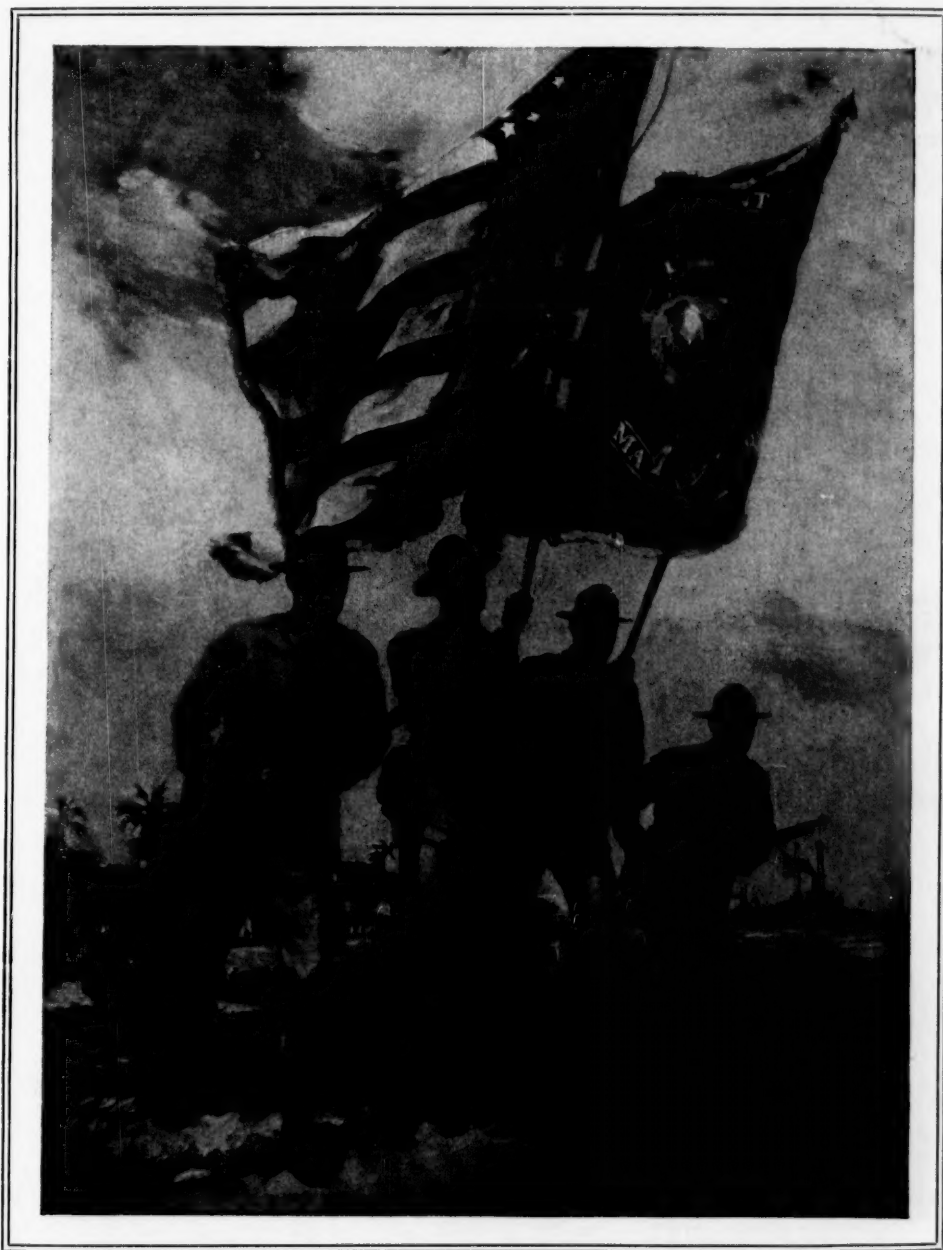


# THE MARINE CORPS GAZETTE

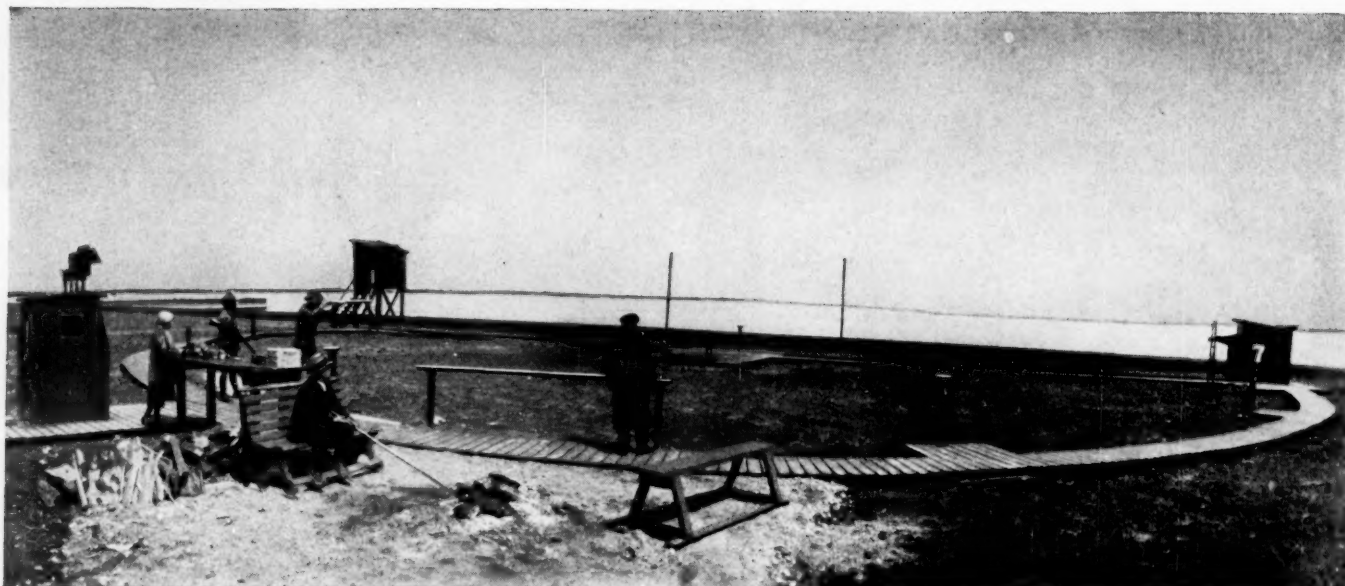


**157th ANNIVERSARY  
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VOL. XVII. NO. 3

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## The Marine Corps Association

ORGANIZED APRIL 25, 1913, AT GUANTANAMO, CUBA

### OFFICERS

MAJOR GENERAL BEN H. FULLER, President  
BRIGADIER GENERAL GEORGE RICHARDS, Vice-President  
BRIGADIER GENERAL DION WILLIAMS, Editor  
FIRST LIEUTENANT JAMES S. MONAHAN, Secretary-Treasurer

**OBJECT OF ASSOCIATION**—"The Association is formed to disseminate knowledge of the military art and science among its members; to provide for the improvement of their professional attainments; to foster the spirit and preserve the traditions of the United States Marine Corps; and to increase the efficiency of its members."—Section 2, Article 1, of the Constitution.

**CONDITIONS OF MEMBERSHIP**—Active membership open to officers of the United States Marine Corps and Marine Corps Reserve and to former officers of honorable service with annual dues of \$3.00. Associate membership, with annual dues of \$2.00, open to officers of the Army, Navy and Organized Militia and to those in civil life who are interested in the aims of the Association. Honorary members shall be elected by unanimous vote of the Executive Committee.

Associate membership, with annual dues of \$2.00, including yearly subscription to THE MARINE CORPS GAZETTE, open to enlisted men of the Marine Corps.

**CONTRIBUTIONS**—The GAZETTE desires articles on any subject of interest to the Marine Corps. Articles accepted will be paid for at the GAZETTE'S authorized rates. Non-members of the Association as well as members may submit articles. In accepting articles for publication, the GAZETTE reserves the right to revise or rearrange articles where necessary.

All communications for the Marine Corps Association and THE MARINE CORPS GAZETTE should be addressed to the Secretary-Treasurer, Marine Corps Association, Headquarters, U. S. Marine Corps, Washington, and checks made payable to the same.

# The Marine Corps Gazette

WASHINGTON, D. C.

VOL. XVII

NOVEMBER, 1932

No. 3

## CONTENTS

The First "Open Door in the East" .....	7
<i>By Brigadier General Dion Williams, U.S.M.C.</i>	
The Marine Corps: Its Mission, Organization, Power and Limitations .....	10
<i>By Colonel E. B. Miller, U.S.M.C.</i>	
The Marines Fly in Canada .....	21
<i>By Captain Frank Mallen, F.M.C.R.</i>	
The Paymaster's Department, U. S. Marine Corps .....	24
<i>By Colonel Harold C. Reisinger, U.S.M.C.</i>	
"And by Maintenance in Readiness of Expeditionary Forces" .....	33
<i>By Major Edwin N. McClellan, U.S.M.C.</i>	
Navy Day Felicitations—1932 .....	38
"Hold That Line!" .....	39
The Sixth Marine Reserve Brigade 1932 Encampment as Seen by a Regular .....	55
<i>By Lieutenant James S. Monahan, U.S.M.C.</i>	
Roster U. S. Marine Corps Reserve Officers .....	59
Training the Marine Corps Reserve, Summer 1932 .....	71
<i>By Lieutenant Colonel J. J. Staley, U.S.M.C.R.</i>	
Native Officers Corps, Guardia Nacional de Nicaragua .....	75
<i>By Lieutenant Colonel Robert L. Denig, U.S.M.C.</i>	
Something to Think About .....	78
Synopsis of Economy Act Decisions .....	79
<i>Compiled by Captain Leon L. Dye, U.S.M.C.</i>	
"Here Come the Marines!" .....	84
<i>By Major Harvey L. Miller, U.S.M.C.R.</i>	
Notes and Comments:	
New Marine Corps Radio Equipment .....	85
<i>By Captain Francis E. Pierce, U.S.M.C.</i>	
Conditions in Nicaragua .....	88

Attention is Invited to the Notice on page 58.

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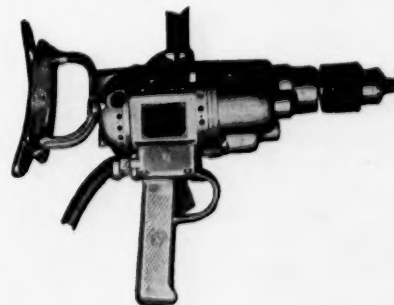
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*Landing of Commodore Matthew C. Perry, U. S. Navy, and the officers and men of the United States squadron under his command to meet the Japanese Imperial Commissioners, at Yokohama, Japan, March 8, 1854.*

# THE MARINE CORPS GAZETTE

Vol. XVII

NOVEMBER, 1932

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## The First "Open Door" in the East

BY BRIGADIER GENERAL DION WILLIAMS, U.S.M.C.

■ In the year 1295 the famous traveller and explorer Marco Polo returned to his native city of Venice after years of travel in the far lands of the Orient and began to write the story of his strange adventures in Cathay, the China of today. His story was looked upon as highly fanciful and the incredulous scholars of Europe received it with great doubt and criticism.

Many times in his chronicles Marco Polo related the tales of a wonderful island which was situated off the coast of Cathay to which he gave the name Cipango, telling of the great riches of this fabled land and of the unmatched bravery and indomitable courage of its people, who had alone of all the inhabitants of the East been able to withstand the might of Kublai Khan, conqueror of all of mainland Asia and even portions of Europe. The maps which Marco Polo drew to delineate the extent and shape of the lands he had visited all stated in an inscription along the shores of the Yellow Sea, "A great island lies to the eastward."

It is said that these maps centuries later came under the observation of the navigator of Genoa, Christopher Columbus, and that when he sailed from Spain with his little squadron of three caravels in 1492 it was with the expectation of reaching this fabled land of Cipango, and that when he finally reached the shores of Cuba he landed in the belief that he had reached the goal.

The years rolled by and the great continent of America which the voyages of Columbus had given to the civilized world of that date developed into a land occupied by governments which challenged the old powers of Europe and Asia for world supremacy in commerce and trade, chief among these nations being the United States of America. In the meanwhile the great Oriental nations, China and Japan, preserved a policy of isolation which gave little opportunity for the foreigners from Europe and America to penetrate beyond the coast lines in the development of an international intercourse which would have been to the commercial and social advantages of all of the nations concerned.

By the middle of the nineteenth century the nations of Europe and America had established commercial relations with the Asiatic nations of the mainland but Japan still held aloof from the rest of the world with the exception of a limited trade with vessels of the Netherlands, Great Britain and Russia through the port of Nagasaki. The Netherlands with their colonial dependencies in the East Indies, the British with their immense interests in India, and the Russians with extensive interests in eastern Asia and Alaska, had strong reason for obtaining trade rights in Japan. Across the Pacific the United States was a distant neighbor of Japan and the hardy mariners of the Clipper Ship Fleet in the China Trade were ever pressing the government to take steps to open up the Hermit

Kingdom of Japan to reasonable trade and commerce which would be of mutual advantage to both nations.

American seamen shipwrecked on the coast of Japan had been thrown into jail and treated with great severity and naval ships sent to demand their release had been treated with scant courtesy, reasonable demands for the granting of customary privileges for visiting ships and for trade relations had been repulsed by the Japanese officials, and by 1852 the conditions had grown so critical that the government of the United States decided to send a squadron of armed naval ships to Japan to secure an agreement with the government of that country which would accord to the United States reasonable and usual international rights.

Commodore Matthew C. Perry, U. S. Navy, who had commanded the Gulf Squadron during the Mexican War, took great interest in the question of the relations between the United States and Japan and when occasion offered he urged the Secretary of State, the Honorable Daniel Webster, to undertake an expedition of a U. S. Naval Squadron to Japan for the purpose of negotiating a treaty of amity and commerce with that country which would in effect open the Hermit Kingdom to trade with the rest of the world. Mr. Webster was impressed with the argument of Commodore Perry and he in turn convinced President Fillmore of the feasibility and desirability of such an expedition.

The President ordered the expedition to be prepared and the Department of State drew up the necessary papers to be presented to the government of Japan and the Department of the Navy issued orders for the formation of the squadron to consist of the U. S. Steam Frigate Mississippi, Flagship of Commodore Perry, the U. S. S. Princeton, Steamer; U. S. S. Alleghany, Steamer; U. S. S. Vermont, 74-gun line-of-battle ship, and the sailing sloops-of-war, U. S. S. Vandalia and U. S. S. Macedonian. The U. S. Steam Frigate Susquehanna, and the sailing sloops-of-war, U. S. S. Saratoga and U. S. S. Plymouth, which at the time formed the U. S. East India Squadron, were to join the expedition upon arrival in East Indian waters, and the supply ships, U. S. S. Supply, U. S. S. Lexington, and U. S. S. Southampton, all lightly armed, were attached to the expedition.

Commodore Perry was invested with plenipotentiary diplomatic powers and extraordinary authority as an independent naval commander in the waters of the East Indies, the China Seas and Japan, the principal mission being to negotiate a treaty of amity and commerce with the Empire of Japan, but it is of interest to note that his minor missions included authority to acquire in the islands of the Pacific Ocean suitable depots for coal and supplies for naval and commercial vessels of the United



States plying the Pacific between the ports of California and the Orient.

Numerous delays at the Navy Yards in preparing the ships for sea threatened to postpone the sailing of the expedition indefinitely and finally on the 24th of November, 1852, the Commodore sailed out through the Capes of the Chesapeake in his Flagship, the Steam Frigate Mississippi, none of the other designated ships being in condition to accompany the Flag.

After a fair passage via Madeira, St. Helena, Capetown, Colombo, and Singapore the Mississippi arrived on the China Station and was joined by the ships of the station, and after calling at ports in China, Formosa and the Loo Choo Islands arrived in Yeddo Bay in June, 1853. Negotiations with the Japanese authorities proceeded with varying success for many months, the negotiations being impeded by the interference of the agents of some of the European governments who wished to prevent the success of the American treaty to further the ends of their own nations.

After long negotiations which tested the skill and patience of Commodore Perry and his Staff to the utmost the Japanese government finally agreed for its Commissioners, invested with royal plenipotentiary powers, to meet Commodore Perry ashore at Yoku-Hama, a port not far distant from the Capital of the country, and March 8, 1854, was the date determined for the landing of the American expedition headed by Commodore Perry.

The whole story of the Perry Expedition to Japan, which ended in a signal success for American Naval skill and diplomacy, is interestingly told in a large volume entitled, "Narrative of the Expedition of an American Squadron to the China Seas and Japan, performed in the years 1852, 1853, and 1854, under the command of Commodore Matthew C. Perry, United States Navy, by Order of the Government of the United States." Compiled from the original notes and journals of Commodore Perry and his Officers at his request and under his supervision, by Francis L. Hawks, D.D., LL.D., with numerous illustrations."

The ceremonial landing of Commodore Perry at Yoku-Hama on the 8th of March, 1854, was depicted by the official artist who accompanied the expedition, Mr. William Heine, Jr., and this scene together with numerous others during the expedition was printed in colors by lithographic process by E. Brown, Jr., 142 Fulton Street, New York City, in 1855. These pictures are very fine examples of the lithographer's art and five of them are hanging upon the walls of the generals' offices at Headquarters of the Marine Corps in Washington. This set of lithographs originally formed a part of the collection of the late Mr. Russell Sage of New York, and was presented to the Marine Corps Headquarters by his nephew, the late Colonel Herbert J. Slocum, U. S. Army. The frontispiece of this issue of the GAZETTE is a photographic reproduction of the original lithograph and the prominence given therein to the Marines of Commodore Perry's squadron makes it of particular interest to the members of the Marine Corps Association.

Six of the ships of the squadron carried Marines as a part of their crews, as follows:

U. S. S. Susquehanna, 39 Marines, commanded by Brevet Major Jacob Zeilin, U.S.M.C.

U. S. S. Mississippi, 47 Marines, commanded by Brevet Captain William B. Slack, U.S.M.C.

U. S. S. Powhatan, 43 Marines, commanded by Brevet Captain Robert Tansill, U.S.M.C.

U. S. S. Macedonian, 28 Marines, commanded by First Lieutenant James H. Jones, U.S.M.C.

U. S. S. Vandalia, 23 Marines, commanded by Second Lieutenant Jacob Reed, U.S.M.C.

U. S. S. Saratoga, 16 Marines, commanded by Orderly Sergeant William F. Steele, U.S.M.C.

The three store ships, Southampton, Lexington and Supply, which composed the rest of the squadron, carried no Marines.

The Squadron Marine Officer was Brevet Major Jacob Zeilin, U.S.M.C., who had won distinction during the Mexican War, served through the Civil War with great credit and was Brigadier General Commandant of the Marine Corps from 1864 to 1876.

The detailed story of this historic landing of Commodore Perry at Yoku-Hama (now spelled Yokohama) on March 8, 1854, is told in the above mentioned chronicle of the famous cruise and we can not do better than to quote it here:

"Along the western side of the Bay of Yedo, from its mouth, where it opens into the Gulf of Yedo, to the capital, there is almost a continuous range of towns and villages. The only breaks in this otherwise uninterrupted scene of populousness are the projecting spurs of the highlands, which, presenting less advantage for habitation, naturally prevent the erection of dwelling houses. These promontories, however, are covered with batteries, which are more formidable in aspect than in reality, for their guns are but of small calibre, and the defenses slight in construction. Yoku-hama is one of these numerous and populous villages, and is situated at the head of a bay called on the American charts "Yoku-hama Bay," which is formed by Point Hope, on the southeast, and the neck of land extending northeast from Kanagawa to the suburb of the city of Yedo, termed Sinagawa, and near to which the junks resorting to the capital usually anchor. At the position in front of Yoku-Hama there was just sufficient room to anchor in a line of battle the whole squadron; the guns of the several ships commanding an extent of shore equal to their entire range. It was in this position that the Commodore has placed his nine ships—the steam frigates, the Powhatan, which was the flag-ship, the Susquehanna, and the Mississippi, and the sailing ships, the Macedonian, the Vandalia, the Saratoga, the Southampton, the Lexington, and the Supply, the latter having subsequently joined the squadron. (The Supply arrived with coal and stores for the squadron on the 19th of March.)

"Kanagawa is quite a large town, and was the residence of the Japanese commissioners pending the negotiations of the treaty, and it would have been selected by Commodore Perry for the place of conference, had it not been for the impossibility of the ships approaching within gunshot of its front towards the bay. He therefore preferred to select Yoku-hama, to confirm the choice of Captains Buchanan and Adams, who had been sent to examine and report upon the most eligible anchorage for the squadron.

"The building erected for the accommodation of the Japanese Commissioners and the Commodore, and the numerous persons in attendance, and which was called by the Americans the "treaty house," was placed upon a level plain near to the shore, and contiguous to the village of Yoku-hama, being distant from Kanagawa three, from the southern suburb of the capital five, and from Yedo itself probably nine miles. The treaty house had



been hastily erected of unpainted pine wood, with peaked roof, and covered a large extent of ground, having a reception hall of from forty to sixty feet in area, and several adjoining apartments and offices. From each side extended yellow canvas screens divided into panel-like squares by black painted stripes. On the exterior walls of the building was spread a dark cloth, upon which was represented in bright colors some device which was said to be the arms of the third commissioner, Izawa, prince of Mimasaki.

"At an early hour on the 8th of March, the day appointed for the conference with the Japanese commissioners, there was an unusual stir ashore preparatory to the ceremonies of the occasion. The Japanese workmen were busily engaged in adorning the treaty house with streamers and other gay paraphernalia. Two poles were erected, one on either side of the entrance, to which were hung long oblong banners of white cotton cloth with a bright red stripe across the centre. On the peaked roof of the building was placed a tall staff, surmounted with a circular ornament in shape like the upper part of a chandelier, from which was suspended a heavy silken tassel. In the preparation of the place it had been surrounded by the usual enclosure of cloth, which completely excluded it from the view of those without, and, in fact, seemed to enclose it within a sort of prison yard. The Commodore, who saw this arrangement from his ship before he landed, immediately sent an officer on shore to demand what it meant, and, in answer to some frivolous pretext about preventing intrusion and doing honor to the occasion, informed the Japanese that he would forego the honor, and that, until it was completely removed, he could not think of landing. It was immediately taken down by the Japanese.

"Bands of flag-bearers, musicians and pikemen, maneuvered in order here and there, glistening with their lacquered caps, bright colored costumes, crimson streamers, showy emblazonry, and burnished spears. There was no great military display as on the first visit at Gora-hama, and the few who had the look of soldiers were merely a small body guard, composed of the retainers of the various high dignitaries who were to officiate on the occasion. Crowds of people had gathered from the neighboring towns and villages, and were thronging in curious eagerness on either side of a large open space on the shore, which was kept free from intrusion by barriers, within which none of the spectators were allowed to enter. Two or three officials were seen busily moving about, now directing the workmen, and again checking the disorder among the Japanese multitude.

"Soon a large barge came floating down the bay, from the neighboring town of Kanagawa. This was a gaily painted vessel, which, with its decks and open pavilion rising high above the hull, had very much the appearance of one of our western river steamboats, while streamers floated from its three masts, and bright colored flags and variegated drapery adorned the open deck above. This barge bore the Japanese commissioners, and when it had reached to within a short distance of the shore, these dignitaries and their suites disembarked in several boats and hurried to the land. An immense number of Japanese craft of all kinds, each with a tassel at its prow and a square striped flag at its stern, gathered about the bay. The day was fresh and clear, and everything had a cheerful aspect, in spite of the lingering wintry look of the landscape.

"The Commodore had made every preparation to distinguish the occasion of his second landing in Japan by all necessary parade, knowing, as he did, the importance and moral influence of such show upon so ceremonious and artificial a people as the Japanese. He had, accordingly, issued orders to the effect that all the marines who could be spared from duty should appear on the occasion in full accoutrement, that the bands of music from the three steamers should be present, and all the officers and sailors that could possibly leave. The officers were to be in undress uniform, frock coats, cap and epaulets, and equipped with swords and pistols. The sailors were to be armed with muskets, cutlasses and pistols, and dressed in blue jackets and trousers and white frocks. The musicians were each to be supplied with cutlass and pistol, and every man of the escort provided with either musket or pistol cartridge boxes.

"At half-past eleven o'clock the escort, consisting of about five hundred officers, seamen and marines, fully armed, embarked in twenty-seven boats, under the command of Commander Buchanan, and forming a line abreast, pulled in good order to the shore. When the escort had landed, the marines were drawn up in a hollow square, leaving a wide open space between them, while the naval officers remained in a group at the wharf. The ship's boats were arranged in two separate divisions of equal numbers on either side of the landing, with their bows pointing in regular order from the shore. The Commodore now embarked from the Powhatan in his barge, under a salute from the Macedonian of seventeen guns. The Commodore, on landing, was received by the group of officers, who, falling into line, followed him. The bands now struck up a lively tune, and the marines, whose orderly ranks in complete military appointment, with their blue and white uniforms, and glistening bayonets, made quite a martial and effective show, presented arms as the Commodore, followed in procession by his immediate staff, his guard of fine looking sailors and a number of his subordinate officers, proceeded up the shore. A group of richly costumed Japanese guards, or retainers, with banners, flags and streamers, were gathered on each side of the entrance to the treaty house. As the Commodore and his party passed up between these they were met by a large number of Japanese officials who came out, and uncovering, conducted them into the interior of the building. As they entered, by a preconcerted arrangement, howitzers which had been mounted on the bows of the larger ship's boats, that were floating just by the shore, commenced firing in admirable order a salute of twenty-one guns in honor of the Emperor, which were succeeded by a salute of seventeen for Hayashi Daigaku-no-kami, the high commissioner, and the hoisting of the Japanese striped flag from the masthead of the steamer Powhatan in the bay."

The negotiations between Commodore Perry, representing the United States, and the Commissioners of the Japanese government continued for several weeks and on the last day of March, 1854, the treaty was signed which established amicable international relations between the two countries and finally opened the doors of the Hermit Kingdom to the trade and commerce of the world. What has ensued from this auspicious beginning is now history and what may follow in the future is still "in the laps of the Gods."



## The Marine Corps: Its Mission, Organization, Power and Limitations with special reference to advanced bases in support of the fleet

BY COLONEL E. B. MILLER, U. S. M. C.

■ This paper concerns a branch of our national defense forces with the duties of which officers of the Navy are more or less familiar—THE MARINES—and, in recent years, due possibly to increased length of service, broader experience, more frequent association with naval officers in high command, I am inclined to believe that that familiarity is rather the less than the more.

Many naval officers, even in high command, merely accept the MARINE CORPS as a matter of fact. We have always been a part of the Navy; we have our functions; they see us on board ship, at navy yards and in garrisons on foreign stations; they know we go on expeditions to Central America, the West Indies and other areas; but few of them really appreciate the actual weapon of offense and defense that is always at the disposal of the naval high command in a minor or major emergency.

Those naval officers who have served on naval transports, on detached service, in the Asiatic Fleet or actually on shore with Marine expeditions, have a more intimate knowledge of the Marines and are more familiar with their organization and work. But even those relatively few officers often think only of the number of tons of equipment to be handled, the cargo to be stowed, the number of men to be housed, and give little thought to the purpose of this force and the manner in which they may accomplish their mission.

If I can draw a picture that will show that the Marines have a mission which is vital to the successful operation of the fleet in war; that the Marines have an organization which is prepared to accomplish this mission; that the successful accomplishment of that mission depends greatly on the proper utilization of

the Marine forces; that the proper utilization of the Marines and assignment of tasks depends upon an intelligent understanding of the powers and limitations of such forces on the part of the higher command and staff; then will I feel that the time has not been wasted.

I am reminded of a factory in Baltimore which had a large sign painted across the front of the building, "Born in Baltimore, raised everywhere." It was an umbrella factory.

The Marine Corps was born in Philadelphia in 1775 and operates everywhere. End of historical sketch.

We are justly proud of our record and sing with pride that part of our Marine Hymn—"From the halls of Montezuma to the shores of Tripoli, We fight our country's battles on the land as on the sea."

But who took us to the land where we fought? Who took us across the sea? Upon whom did the government place the initial responsibility for the enforcement of its determined policy? The NAVY. The Navy has been our father and mother, tutored us during our childhood days, afforded opportunities for us to learn by experience, watched and guarded our growth to manhood, and demanded of our nation that we be allowed to grow strong and sufficient to perform the tasks which she has assigned to us. The Navy must not weaken in that demand.

We say, that by Congressional action, we are the oldest branch of the service. That's our story and we'll stick to it. But we are proud of that tutelage, of that association, of the fact that the Navy has given us a job that measures up to the responsibility of any other element of the fleet, and, if we sometimes boast of our own accomplishments, it is not because we wish to



place ourselves on top, but rather to create within the minds of our own personnel, the belief in ourselves; the conviction that we can do what we are told and do it well. An important part of our recruit training is the endeavor to impress upon the mind of every officer and man who joins our ranks, that we have an historical background of which they may well be proud and to impose upon them the duty of living up to our traditions.

The mission of the Marine Corps has been defined as follows:

"To support the United States fleet, or any part thereof, and to aid the Navy in carrying out that part of the policy of the government which has been or may be assigned to it."

I do not like that definition. Definitions are very often just a collection of words which require extensive interpretations in order to arrive at the real meaning.

Support the Navy? Yes. Aid the Navy? Yes. But how? What is the nature of that support and aid?

The Joint Board had laid down that:

"The most important function of the Marine Corps (in relation to War Plans) is to seize and hold temporary advanced bases in cooperation with the fleet and defend such bases until relieved by the Army."

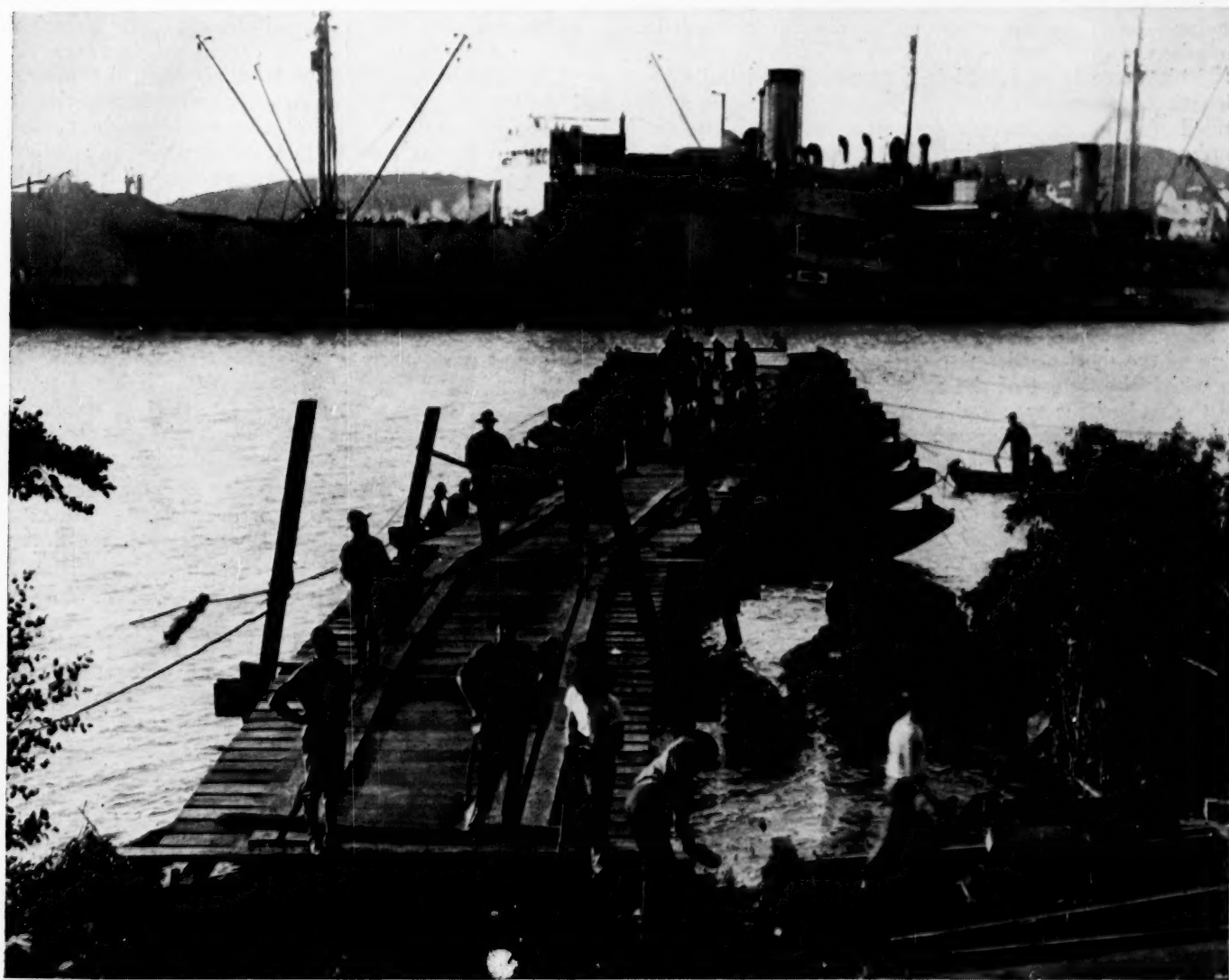
That is a little more definite in that it indicates what it considers the most important "war function." Per-

haps we should accept that and stop there, for when all is said and done, our entire national defense force, Army, Navy and Marines, are preparing for our maximum war function.

Some officers contend that we MUST stop there and take our maximum war effort as our Corps mission, the seizure and defense of advanced bases for the fleet. Those who thus contend forget the long record of constructive achievements and success in minor wars which has conclusively proved that the Marines have operated, during the last century and a half, in the execution of many important missions in no way related to a war with a first class power.

This war function is our mission in a major war, a war in which we must occupy bases distant from our continental limits or deny bases to any enemy attempting to force his will upon us; it involves and presupposes a war against one or more of the principal maritime powers; it calls for an expanded Marine Corps, as we could not hope to furnish the many Marine forces required in such an emergency, from our present strength.

That this is our primary mission and the one which should guide our plans and preparations for war—there can be no doubt. However, it seems to me that



Ponton Bridge, Ship to Shore

we have another mission—one that is related to our national policy but not to war as an instrument of that policy. War is one thing. Punitive expeditions, military enforcement of policies and doctrines, protection of life and property, is another thing.

By the comity of nations it is not construed as an act of war to use naval forces on foreign soil under certain conditions. By our status as a part of the naval service, Marines may be landed on foreign territory where the local government has failed and proved itself impotent to preserve order, without it being considered as an act of war. It is for this reason that Marines have sometimes been called "Presidential Troops" or "State Department Troops." The President, by Executive Order, may dispatch Marines to a foreign country without the consent of Congress.

We have, during the present century, had many examples of such use of Marines. A revolution, riot, rebellion or insurrection indicates an area in which the life and property of American citizens may be endangered, or, our administration's policy in the area concerned may be ignored or disregarded.

A ship or two is sent to investigate. The naval commander reports the situation serious and needs a force available with which to enforce his requests or demands on the local authority. Should the ships have Marine Detachments regularly attached or the ships landing force be large enough, this force may be sufficient.

If his force is of insufficient strength to handle the situation ashore, a Marine Expeditionary Force is added to his command, its size, composition and equipment to be determined by the situation and the area concerned.

This Marine Force protects not only Americans but the lives and property of other foreigners in the area. The State Department announces its policies in the emergency and these policies are enforced by the Navy through the activities of the Marines on shore.

Such expeditions do not imply permanent occupation of the territory involved. This is not an operation in which the defeat of the enemy military force results in the end of the war and a treaty of peace. This is a diplomatic war in which written notes and statesmen's phrases must be backed up and enforced by men and bullets and without delay.

The immediate availability of the Marines permits a display of firmness and decision on the part of our government which would be impossible if the administration had to resort to the Army for this work and wait for Congressional action.

And so you see we have a peace-time mission which is often rather war-like and compels us to be more or less constantly on a war footing, for one never knows when the Navy may need our support in carrying out governmental policy.

The Navy is a war machine already constructed and capable of immediate action. The Marine Corps, as a part of that machine, must produce, on call, a well trained force, familiar with naval methods, and organized and equipped for conducting shore operations essential to the success of the naval mission.

We must therefore add to our Marine Corps mission this emergency expeditionary work.

In addition to our war and expeditionary missions we have other duties to perform including detachments

for service on board certain vessels of the fleet and on receiving ships; garrisons for overseas naval establishments and certain legations; guards for the protection of navy yards, ammunition depots, hospitals and prisons; and the performance and maintenance of certain administrative duties and agencies throughout the Corps.

We may now deduce our MISSION to be:

#### TO PROVIDE AND MAINTAIN FORCES

1. To assist the fleet in establishing and maintaining American sea-power in the theatre of war by land operations in the seizure, defense and holding of temporary advanced bases until relieved by the Army, and by such other land operations as may be essential to the prosecution of the naval campaign.
2. To support the Navy by the prompt mobilization and dispatch to designated areas of such expeditionary forces as may be required by the Navy in protecting the interests of the United States in foreign countries, and in carrying out government policies in emergencies not involving war.
3. To assist the Navy in the maintenance and defense of certain naval establishments within and without the continental limits of the United States, furnish detachments for service on board certain vessels of the fleet, and perform and maintain certain administrative duties and agencies throughout the Marine Corps.

A glance in retrospect will clearly indicate the reason for attaching to a fleet, forces prepared and equipped for land operations.

When we changed from sail to coal, the principal maritime powers found it necessary to increase the number of ports and bases under their control throughout the world. While European powers were active in selecting strategic points on the world trade routes, the United States, due to her non-imperialistic policy, did not visualize the natural expansion of her world interests and it was not until the time of the Spanish-American war that we obtained any ports, under our own control, outside of our own continental limits, Alaska excepted.

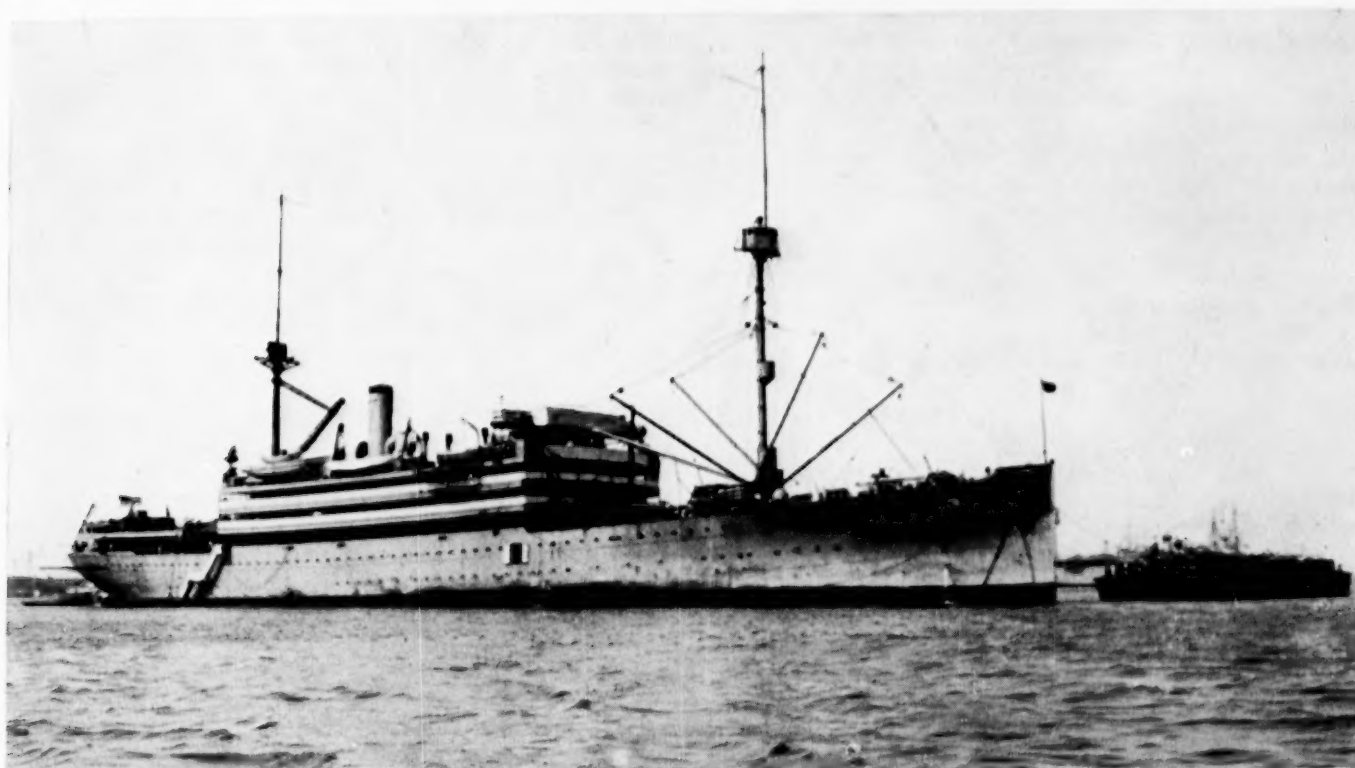
Even when we had an opportunity to fortify the Philippines and Guam, there was always two schools of thought as to their strategic and tactical value. In the Philippines it was Cavite against Subig Bay or elsewhere, and Guam was always in and out of favor. Different administrations held different views with regard to defending outlying naval and military bases.

The prohibitive cost of fortifying and manning with an adequate defense force, all or even a few of our potential bases, has forced our fleet to seek a solution which will permit us to conduct war, offensive or defensive, without the permanent possession of fleet bases outside of our continental limits.

The solution of this problem was accomplished by including as a part of the fleet, a force sufficiently strong and possessed of the necessary material to seize, establish, develop, maintain and defend a temporary base from which the fleet might operate against the enemy, in which the train and non-combatant vessels might be secure and protected from an enemy attack, and to which vessels might return for supplies and damaged vessels receive the necessary repairs.

Now we find the fleet carries its own mobile base with it. When the time arrives for that mobile base to actually function as a fleet base, mobility ceases to be its main requisite. It must now seek a location where it may rest secure from enemy attack, and protected from the elements.





U. S. S. Henderson

A base seized and defended, may be only a temporary expedient. A location suitable for a temporary base today may be of little or no use in a later stage of the campaign. Fleet objective and enemy activities influence the movement of our fleet and may demand the establishment of a new base in a different area.

We must also have plans for the initial seizure of more than one base area. Military and naval secrets do get out. For the enemy to know that we had plans for the seizure of one certain locality for a fleet base in war and then to occupy that area prior to our arrival, would cause considerable embarrassment unless we had plans already prepared for the occupation of another locality, if such was available.

We cannot carry with the fleet enough personnel and material to establish bases, leave them behind, and still have the force necessary to establish new bases. Thus there is a demand for great flexibility and mobility on the part of the fleet base force. Flexibility, in that it must be able to put a small or large part of its force on shore, dependent upon the importance of the situation; mobility, in that it must be able, once ashore and established, to pick up, re-embark personnel and material, and move on with the fleet to other areas.

As a fleet nears its operating area, whether it be enemy or friendly territory, the sea area becomes smaller and more restricted, land areas create narrow entrances and exits to important water areas, distance from home ports has greatly increased, supplies carried with the fleet have been considerably reduced, contact with enemy forces become more frequent and make distribution of available supplies more difficult, damages to vessels become more difficult to repair by unit repair force and repair vessels, and it becomes almost mandatory that the fleet proceed to some port or

some secure and protected area where facilities are or may be made available for repairing, refitting and resupplying vessels of the fleet.

If our fleet possesses such a port in the prospective theatre of operations under our own control and secure against enemy attack, well and good. If not—then we must establish one.

The purpose of the fleet base is to serve and service the fleet. If bases are to protect ships, then we must not assign ships to protect bases, as such a base would be a liability, not an asset; a source of weakness, not of strength.

On the other hand, if the fleet escorts the base force to a suitable base area and then strikes out in enemy waters, leaving the base alone to shift for itself, the fleet may, on its return, find the base destroyed or in enemy possession.

A base, per se, does not command the sea beyond the range of its own guns. It is merely a link in the offensive chain and no chain is stronger than its single links. The link connecting the base with the active operating fleet is the line of communications to and from the base. This must be controlled and protected by the fleet and here the base must look to the fleet for protection, for so long as this communication guard is not defeated, the base will not be subjected to major attacks but only to the attacks of raiding forces which have evaded the communication guard.

To establish a base beyond the limit of control of one's own line of communication is a risk which must be carefully considered before accepting. If such a base is in enemy territory or in an area vital or critical to him (and its importance to the invader will assist the enemy in determining this), it is quite probable that the enemy would attack it. If it is in our own territory or colonial possessions and a long line of com-

munications offered the opportunity of preventing supplies and reinforcements from reaching the base, the enemy might endeavor to isolate it, and, if successful, our installations would be of little immediate value.

Bases, once established, become stationary and must be occupied while the fleet seeks to gain control of vital or critical sea areas.

In selecting the position for our base we are confronted with the difficulty of deciding what constitutes the strategic value of a certain location in relation to the particular phase of the campaign. In the initial phases we must be in an area where we can develop our base, receive and install the material and equipment essential to a fleet base, and build up our offensive power with the minimum amount of enemy interference. And yet, at the same time, we cannot afford to establish that base so far away from our vital objectives of the campaign that having once advanced from it we can no longer protect it with our operating fleet.

Here we might determine a limiting factor. If command of the sea area in which a base is located is temporarily lost, can the base be defended against enemy minor attacks and can it hold out against a major attack until the operating fleet returns to the base sea area? If the answer is in the affirmative, then we have sufficient defense for the base, and the base is not too far away from the fleet.

However, the tactical defense of the base sea area must be assured by the units of the operating fleet. Once the sea area around the base is controlled and commanded by enemy naval forces, the base becomes isolated and cannot function until command of the base sea area has been regained. Isolated bases fall unless relieved by the fleet or their local defense is sufficient to withstand assault during the absence of the fleet. Therefore, when a fleet leaves its base it must expect to leave it secure, or confine its operations to an area within supporting distance of the base, or risk its capture and destruction by the enemy.

The C-in-C of the U. S. Fleet, in commenting on the fleet maneuvers at Culebra in 1924, said that the problem demonstrated the hazardous nature of seizing a defended base unless the enemy battle line is destroyed or contained.

Another factor influencing the position of the base is the nature of the adjacent and surrounding land areas. Ships have not successfully attacked forts and fortified land areas, while these areas have been successfully attacked by land operations. We may then ask—is a base better located on a small land area which is easily defended and extremely difficult for attacking troops to get ashore, such as a small island, or shall we locate it on the mainland which may be subject to land attack? Shall our bay or harbor be on the mainland, large island, small island, group of islands or on a peninsula? Port Arthur fell—Gallipoli resisted. Japan chose the Pescadores and not Keelung on the mainland of Formosa.

Whether we use an island, small or large, or the mainland, it is evident that without permanent fixed defenses, a base in the theatre of operations is of doubtful existence without an operating fleet in the area to dispute command of the sea area. To operate the fleet—the base must be securely defended or be of

a temporary nature able to move with the fleet. And right here we might note that naval battles have not occurred in the wide expanse of an ocean but practically all have taken place near your or the enemy's bases.

The more bases you establish the more forces it takes to defend them—both material and troops for local defense and combatant ships to command the sea area. Every detachment weakens your mobile fighting force. Even if you are depending upon the Army to take over the defense of these bases, you must transport just that additional force overseas. Therefore, we must maintain no unessential bases.

The shorter the distance to fuel, supply or repair stations, the greater the number of ships in operating condition in the operating area. This brings up the matter of secondary bases. Light forces, submarines and air, when on combat or reconnaissance missions, greatly extend their radius of action if, at suitable locations between the main fleet base and the objective, secondary bases are established at which they may obtain essential operating supplies, protection against the elements, and opportunity to rest, reorganize and receive or make minor repairs after or during their operations. A damaged ship cannot always go an indefinite distance for repairs and secondary bases, like first-aid stations, may afford a temporary relief which will permit a further retirement to the main base.

These temporary, secondary operating bases, though they may occupy small harbors or bays extending well inland, with narrow entrances and too shallow for heavy ships, also must be defended by a few mines, some light artillery to protect the mine fields and keep destroyers and other light vessels out, perhaps some AA artillery and troops for local defense. They must be mobile and readily moved to other locations.

In a naval campaign, for an enemy to operate against us offensively or on the offensive-defensive, they too, must leave their home ports and advance across a sea area. To do this they must establish a main base in advance of their home ports as well as additional operating bases. Bases become essential to both belligerents and the seizure, occupation and control of base areas is of critical and perhaps vital importance to future operations. And so we find our fleet engaged not only in the establishment of bases for our own use but also in the denial to the enemy of suitable base areas necessary to his operations and the occupation or destruction of bases already occupied by them.

If we capture an enemy base we increase our own and decrease the enemy's radius of action. If we prepare a base and then fail to properly defend it, we have prepared a base for the enemy. Suffren's capture of the British base at Trincomalee is an excellent example.

We may then conclude that the whole strategic conception of our offensive naval campaign is pivoted on the location in the theatre of operations of our main fleet base, and that the strategy and tactics employed will be materially effected by the expansion and facilities of such a base, and the ability to defend and maintain it.

Having determined that a mobile base shall accompany the fleet and that such a base force shall include



a force for land operations in the seizure and defense of advanced bases, let us consider for a moment just what this advanced base is supposed to do, and the nature of the thing to be defended.

The Base Force Commander receives an order in which his task might be outlined about as follows:

Primary advanced base for the fleet will be established at "A."

Base Force Commander is charged with the occupation, development, administration, operation and defense of this base, and with the supply of fleet units, including transports and cargo vessels, and the supply of fresh provisions to Army units in this area.

The operating fleet will furnish tactical defense of the sea area beyond the range of local defense.

Bearing in mind the mission of our mobile base, let us consider some of the tasks which may devolve upon the base force commander.

### 1. Occupation.

- (a) Seizure of designated base. Assisted by such additional units of the fleet as the situation demands.
  - (b) Movement of base force units into base area and initiation of establishment of base.
- NOTE: In selection of a base, we need a 50-foot channel for a damaged BB.

### 2. Development.

- (a) Exploitation of local resources.
- (b) Collection and employment of material, equipment and personnel to construct and maintain such works and installations ashore as may be needed to accomplish the base mission.
- (c) Storage facilities for all kinds of naval material and supplies, especially fuel, food, torpedoes, mines and ammunition. Fuel storage alone might be approximately at 200,000 tons of fuel oil, 5,000 tons diesel oil, 10,000 tons gasoline, 25,000 tons coal.
- (d) Erection of barracks for housing of labor troops, technical experts essential to shore installations, relief crews for submarines and aircraft, and casuals.
- (e) Erection of hospitals for care of sick and wounded, say, 3,000 patients.
- (f) Construction of docks and wharves and building or repairing roads within the base area.
- (g) Erection of marine railways for destroyers, submarines and other small craft.
- (h) Laying of mooring buoys and erection of aids to navigation.
- (i) Cold storage facilities, say, 50,000 tons.
- (j) Narrow gauge railway for movement of supplies and material in base area.
- (k) Facilities for hoisting heavy cargo and material, possibly the crane ship, Kearsarge.
- (l) Construction and preparation of landing fields for both land and sea planes, and for reception of dirigibles.
- (m) Provision for fresh water with necessary receptacles for storage.

### 3. Administration.

- (a) Receiving, housing and transfer of all naval personnel going to and coming from forces served by the base.
- (b) Quartering, subsisting and administration of all personnel attached to the base ashore.
- (c) Disbursement of all naval funds used by forces served by the base.
- (d) Purchasing of all kinds of naval material and supplies.
- (e) Relations with civil government in base area.
- (f) Hospitalization and evacuation of sick and wounded.
- (g) Communication net within and without the base.
- (h) Protection of all shore installations against fire hazard and sabotage.
- (i) Establishing a rest area where officers and men, away from stress and strain, can relax, recuperate and obtain amusement and diversion. Canteen sup-

plies are very essential to health and contentment of personnel.

### 4. Operations.

- (a) Conduct of vessels in and out of the base.
- (b) Maintenance and repair of all classes of vessels.
- (c) Maintenance in operating condition of submarines and aircraft.
- (d) Operating of floating drydocks when they become available. Say, 1 class A, 1 class B and 4 class C.
- (e) Operation of small craft, tugs and barges for transporting and distribution of supplies at base and movement of troops and naval personnel.
- (f) Salvage operations to conserve material and equipment. Remember that some theatres might be several thousand miles away from home.
- (g) Control and use of combatant vessels attached to the base.
- (h) Operation of large number of diving crews with equipment to remove fouling from bottoms prior to arrival of drydocks and thereby increase speed and reduce fuel consumption.

### 5. Defense.

- (a) Mines and submarine nets layed in sea approaches, harbor entrances and channels.
- (b) Obstacles erected or placed in certain waterways.
- (c) Assignment of tasks to submarines, aircraft tenders, mine layers and other combatant vessels attached to or under control of the Base Force Commander.

This far the Base Commander has allocated tasks to the strictly naval forces under his command. The remainder of the defense is allocated to the forces attached to the base force for land operations—the Marines.

- (d) Gun positions prepared and masked against enemy air and surface craft observation, and so located as to cover with fire the prepared mine fields, probable landing beaches, and full fire effect to the limit of range against surface vessels.
- (e) Movement of guns from ship to shore and then over variable terrain into selected positions. Terrain may be roadless and covered with tropical undergrowth.
- (f) Selection and occupation of AA gun positions.
- (g) Establishment of searchlight stations to cover selected fields of fire, land and sea approaches, and air attacks.
- (h) Rapid reconnaissance of the shore line within and adjacent to the harbor, or if a small island, the whole beach line, in order to determine the probable and possible landing beaches which might be used by an enemy and therefore which must be defended or observed, depending upon their size, location and condition.
- (i) Construction of works for local defense of certain beach areas, including the installation of wire entanglements both on land and under the water approaches thereto.
- (j) Determination of location of local and force reserves, and construction or improvement (more often the former) of the road and trail net permitting the movement of these reserves to threatened areas. The best defense against and invading or attacking force is the power of assuming the offensive. That means having a force in the right place at the right time.
- (k) Extension, construction, improvement and maintenance of road net that will permit motor trucks to haul ammunition, equipment and supplies from base or beach to gun and reserve or support positions.
- (l) Installation of communication net within the base defense area and to ships.
- (m) Possible use of pontoon bridges for ship to shore, cross streams, or cross bights in bays or harbors.
- (n) Utilization of Marine air force in defense.

From the above we can see that the Base Force Commander will have to prepare:

- 1. An anchorage plan.
- 2. Sortie and entry into harbor plan.

3. Base administration plan.
4. Base development plan.
5. Base repair plan.
6. Base defense plan.

Mahan says that a base should have resources. What resources will be available to a fleet establishing a base in some ocean area? Lumber—after a sawmill has been installed to produce it from the raw material. Water—perhaps. Labor—perhaps some, but if the natives are anti-American—it would be limited and difficult to obtain. We must take our resources with us, follow up with more resources and obtain them from neutrals in that area. The Base Commander has some job.

Visualize, if you can, the shore installations, the material, the personnel, the staff required to operate and maintain such a base. We have projected a home yard into the theatre of operations. We will require a small Navy Department to operate and control it. It is also quite possible that the CinC would establish his headquarters at the base.

May I quote some statements made by Admiral Wemyss, in his "The Navy in the Dardanelles Campaign." He organized and commanded the base at Mudros.

"The Admiralty seems to think that nothing is required here, and that we ought to be able to carry out the work of a Portsmouth dock-yard with no appliances and insufficient men."

"I am always suffering from a shortage of everything."

"I could do with hundreds more officers and men and material of all sorts."

"The list of subjects to which I have to give my attention . . . seems endless and the work amplifies."

"I seem to have my finger in every sort of pie that ever was baked."

"The military staff seem quite incapable of grasping the fact that the sea and dry land are two different elements."

"At first the medical arrangements were shocking, but now (July 21st) they are better."

"The work is ever increasing."

"Anything from 150 to 200 large ships, besides a veritable cloud of small craft, tugs, trawlers, steam-boats, etc., might at anytime be counted in the anchorage. The average number of arrivals and departures was 50 a day, transferring this erstwhile empty harbor into one of the busiest ports in the world."

"A new town of 10,000 inhabitants has arisen. Every hut, every bit of provisions had to be landed from the storeships, for which purpose three big piers and several smaller ones had to be built."

Corbett says:

"He (Wemyss) had in fact to create a base out of nothing and with wholly inadequate assistance . . . it required tact, resource and organizing ability of a high order."

The first and foremost job of the Marines is to get the personnel and material essential to the defense of the base, ashore and installed in readiness to resist any enemy attack.

We may well imagine that if the enemy intended to resist the establishing of our base, and, if they had a proper force ready, an attack by them, while we are in the initial stages of preparing our defense, would be most dangerous to us.

The question now confronting us is—how large a force will a fleet need to so defend an advanced base, and, if the selected base area is so occupied and defended by the enemy, how large a force will we need to take it?

If we are going into an area in which there is only one possible location available for a fleet base, it is quite possible that area would or might be occupied by the enemy and we would certainly require a strong

force for land operations to capture the base area.

Jane, in his "Heresies of Sea Power" goes so far as to say that:

"Bases—not fleets will surely be the aim of all naval warfare. To destroy a base is worth far more risk and far more loss than to defeat a fleet."

He then continues, that hardly an impregnable base exists today; that actual impregnability is conferred only by the existence of a fleet; that fleet and base are interdependent, except that fleet cannot exist without a base, while base can exist for considerable period without a fleet; and tries to prove his point by saying that the battle of Mukden and the sea fight at Tsushima would not have been fought had Togo destroyed Vladivostok as a naval base, as, the Russian Baltic Fleet would not have come to the Far East.

Whether we agree with Jane or not, we must admit that a fleet is hopeless without a base; that a naval base located within range of a powerful enemy will always be exposed to attack; and if there are several suitable base areas in a theatre of operations nearer to an enemy's home bases than our own, we might expect that more than one of these suitable areas might be occupied.

On the other hand, if we were engaged in a war with a minor power the strength, equipment and material for our advanced base force would be materially different from that required in a war against a major maritime power.

A most important factor in determining the strength of such a force is the use made of and the missions assigned to it.

In an advance to an enemy theatre, one commander, due to little or no opposition, decides to occupy bases in large groups of islands and thereby have in his possession important points on his long line of communications. To garrison these points he drops off detachments of his advanced base force. Infantry alone cannot furnish proper defense so he puts some artillery, some AA guns and possibly some air forces ashore at each place.

Another commander, appreciating the purpose and function of an advanced base force, realizing the absolute necessity for having a proper fleet base after his arrival in the enemy theatre, knowing full well that it may require the extreme effort of his entire base force to establish, defend and maintain such a base, makes no detachment from this force, unless the situation demands a temporary haven for the train while the fleet fights, in which case, when the emergency has passed, he reembarks the detachment and takes it along with the fleet.

We have no reason to criticize the action of this first commander. For years we have been talking about "stepping stones" along our line of communication. These stepping stones were intended to be occupied as temporary bases and semi-permanent points on our long line of communications. But this was when our cruising radius was shorter; we could not take our fleet across the ocean in one jump; and our mobile fleet base was not as developed as it is today.

Were it possible to actually survey every conceivable base which we might use in war and prepare plans for the occupation and defense of these areas, we would still have a tremendous problem of execution. But when we seize an unfamiliar area, when we disembark in foreign territory, when we meet organized resist-



ance from defending forces, it becomes one of the most difficult of war operations.

And so we see that it is most important that the higher commander and his staff realize the function of the advanced base force and utilize it for the purpose for which it was intended, and that every naval and marine officer have a working knowledge of the methods by which the advanced base force hope and expect to accomplish their mission in supporting the fleet.

I have never seen such an advanced base as is contemplated for our U. S. Fleet in war. You have never seen one. To say what the composition of such an advanced base force should be to seize and defend such a base is highly problematical.

I agree with those naval experts who contend that our organization must not parallel the Army. The Army must have a tremendous amount of material, impedimenta, supplies and a large overhead in personnel, in order to operate inland with a long line of communications and unsupported except by their own elements. The Marines operate on a short line of communications; their supplies are on board ship or on the beach; they man their material with less personnel; their overhead is reduced to a minimum; they are supported by the fleet; and, consequently, their organization must be distinctly at variance with the regular Army. We must take lessons out of our own book of experience and, with the help and assistance of the Navy, maintain an organization that will fit our own peculiar problems.

Today, we are ready to put into the field—

A Marine Infantry Division of .....	12,918	Off. & Men
An Infantry Brigade, reinforced of .....	5,010	" "
An Infantry Regiment of .....	2,272	" "
An Infantry Battalion of .....	662	" "
An Infantry Company of .....	144	" "
A Base Defense Force of .....	2,107	" "
An Aviation Force of 54 planes .....	735	" "

Included in the above and also available for reinforcing any of the above units when used in whole or in part for independent duty, are—

75mm gun Regiment. (24 guns).  
 75mm pack howitzer regt. (equip. not yet provided).  
 155mm gun degt. (24 guns).  
 AA regt. with 3 inch AA gun Bn. (12 guns): AA MG Bn: Searchlight btrys. and sound locators.  
 Light Tank company.  
 Engineer battalion.  
 Signal companies and communication sections.  
 Service companies.  
 Motor Transport companies.  
 Repair sections.  
 Combat and field trains.  
 Bakery sections.  
 Medical units, incl. Base hosp. and Med. Regt.  
 Military police company.  
 Headquarters units; and  
 Staff sections, according to the size of the force and the task involved.

Whether the situation be one requiring a company to protect the American Consulate in a small country or a major effort requiring an advanced base in support of the fleet, the Marine Corps is organized and ready to answer the call to the limit of its personnel and material.

The nature of our duties and emergency calls demand great flexibility in our organization. As a Fire Department may send a chemical engine or the major portion of the entire city equipment to fight a fire, the Marines must be so organized that we may send all or any part of our equipment to handle the emergency.

If we do not have the proper equipment, then we must use the equipment we have, for we go just the same.

We are being reduced in so far as personnel is concerned but only lack of funds should prevent our being ready and prepared with the necessary materiel. Again I repeat, it takes months and months to provide guns and equipment; it takes a relatively short time to provide and train the men to use them.

If we determine the type and amount of equipment and materiel essential to seize and defend an advanced base—provide it—build up an organization to fit it—then, the amount of personnel may fluctuate, within certain limits, and we are still able to act in the emergency.

The problem of transporting an advanced base force or a Marine Division overseas may appear to be a simple one but I will venture the statement that no other operation in war requires more careful planning than a movement of troops overseas. And when we consider the task of moving an Army of 300,000 men, it becomes a tremendous problem and one the Navy cannot afford to neglect—and I am not referring to tactical plans and naval escorts. Efficient loading, handling, transporting, care enroute, feeding, disembarking of cargo and personnel, maintenance of personnel in high morale and good physical condition ready for combat, is a serious undertaking. And remember we will not be operating in friendly ports as we were in the World War. The more study, the more thought the Navy gives to the subject, the better prepared we will be to avoid the disasters which have occurred and will occur again unless we broadcast more knowledge about the subject than is now known. No plan stuck away in the secret archives of the Navy Department, however excellent it may be, can be expected to function efficiently, when the functioners remain uninformed about the subject matter of the plans. What to do and how to do it must be a matter of common knowledge.

To occupy and defend a small un-occupied island is one thing. To seize and capture a strongly defended large island is another thing. To seize and defend a harbor in an enemy mainland is still another thing. We do not know where our base may be or what will be the enemy reaction to our advance or how many bases we will have to establish. Mahan says that in overseas operations we need two advanced bases (one of the first order) each near enough to support the other but far enough apart to force the enemy to divide his force to watch both. Frost, in his "Conduct of an overseas naval campaign" says we need a total of six and preferably eleven major and minor bases.

We must determine upon the equipment and material necessary to seize and properly defend a base, and the amount of personnel necessary to serve that equipment and material in repelling minor attacks and making it extremely difficult for major attacks to succeed in capturing the base.

There have been plans involving various numbers of Marines accompanying the fleet. What can thirty or fifty thousand Marines do if they lack the equipment and material necessary to their task? The United States, and with it the Army, Navy and Marine Corps, does not need to worry about man-power in any future war. We will have all the man-power we can possibly put in the field. Man-power may be inducted, organ-

ized and trained in a relatively short time. It takes months and months to provide the material, ammunition and equipment to arm and equip that organized man-power, and the fleet cannot wait for guns and equipment which should have been provided.

Today we have 900 Marines in Nicaragua, 800 in Haiti and 1200 in China that would be a long way from the fleet on mobilization day. We always have organizations on expeditionary duty. That is our normal lot. During the past thirty-three years we have had an expeditionary force in the field every year. We have, during this period, actually organized and maintained in the field, thirteen different brigades, in addition to those organized in the States for maneuvers, mail-guard and other purposes. Some of these brigades were at their stations over a long period of time as in the Philippines, Haiti, San Domingo, Nicaragua and China. We have had an opportunity to learn by experience which has been accorded no other branch of the service. We have had our own problems which have been Marine Corps problems and could not have been solved by any other force.

I wish I had time to go over with you the many varied and sundry duties which have been and are being performed by the Marines today. Our association and work with the Navy, who is first to investigate and control the many situations arising in foreign contacts, make us immediately available for any and every conceivable sort of duty, and we execute missions for the Navy, War, State, Post Office and Interior Departments of our government.

But where are we going to be and what are we going to be doing when the fleet goes forth to enforce the policies of our government?

In July, 1928, with an actual strength of 17,363, the Marine Corps had 11,400 Marines on duty outside the Continental limits of the United States. (9187 foreign: 1540 sea; 226 air, foreign; 447 enroute.) And the Marine Corps maintained that pressure for two years during 1927, 1928 and into 1929. We had to maintain our peace time and administrative agencies and still replace 66 per cent of our Corps with the remaining 33 per cent. Some job, and yet we did it without the increase of a single man or neglecting our normal routine tasks, with the possible exception of landing the Marines from the fleet in Nicaragua for a certain period.

Here again we meet the question of material readiness. The President can, by Executive Order, increase our strength to 27,400. Immediately 10,000 trained Marines are made available. But the President cannot make 26,000 yards guns and have them ready immediately. From the personnel point of view we are O. K. We may lose the Marines in China; we may retain the force in Nicaragua; and still have the personnel available on M Day to accompany the fleet. But have we the material? Is the Marine Corps equipped with the proper guns, the proper landing boats, the proper offensive and defensive weapons necessary to give us a 50-50 chance of succeeding in our task?

Naval experts agree that an advanced base force is essential for seizing and defending fleet bases, and to establish bridge-heads for exploitation by the Army. They also agree that the Marines are the only troops that are properly indoctrinated, trained and organized for this work in co-operation with the fleet. They

also agree that the Marine Corps must be able to furnish the required force at the outbreak of war.

Mobility is one of our great assets, but mobility, without the power to deliver the punch, the decisive blow, when you reach the field of activity, is poor strategy, poor tactics and unsound from every point of view.

In 1898, at Guantanamo, the Marines fought on shore with rifle, bayonet, ammunition belt and clothed only in a pair of pants. In many of our past expeditions we have been opposed by unorganized troops who were equipped with antiquated rifles, poor ammunition and no modern weapons. Our advanced base forces were equipped with navy broadside five and seven inch guns and God certainly had to help the Marines get them ashore and into position.

Today, in our expeditionary work in Central America and West Indies, we are still opposed by unorganized troops, in the modern sense, but their equipment is no longer totally antiquated. They are armed with machine guns, machine rifles, and in some cases, light artillery. They no longer attempt to meet the Marines on even terms with a "pato de mulo."

Offensive and defensive power is essential in the seizure and defense of advanced bases, if opposed by a combined force of all arms. We need more than 75mm artillery, limited to an effective range of 8,000 yards, to guarantee the protection of our base area. Lingayen Gulf is twenty-three miles wide. Samana Bay is ten and one-half miles wide. The present 155mm gun has an effective range of 17,000 yards and the new 155mm gun a much longer range. Naval aircraft from carriers will be the only air support in the initial operations of seizing a base, but when the base is established, and the fleet goes forth to seek issue with the enemy, the carriers go with the fleet. The Langley and the Wright, if both attached to the Base Force, would supply and maintain land and sea-planes for defense of the base. But would forty-eight planes be sufficient, and are we correct in saying that planes can patrol the mine fields and, by bombing, produce the same or better effect than shore artillery? A gun, especially from shore installations, is not prevented from delivering an effective fire due to fog, storm, etc. Can we risk the loss of our base if bad weather sets in? AA guns on board vessels of the Base Force or combatant vessels anchored in the base area, are not ample protection against air raids on shore installations. Shore defenses must have their own AA batteries.

I believe that Marine Forces should reduce their equipment and impedimenta to an absolute minimum. But just what that minimum should be is a muchly discussed question both within and without Marine Corps circles. A battle cruiser sacrifices armor in order to increase speed—but its hitting power is equal to that of the heavier armored battleship. The Marine Corps advanced base force has a mission to accomplish a certain task in support of the fleet. That force must be so equipped that the CinC will have every reason to believe that it will not fail in the accomplishment of that task. If heavy artillery is essential—then heavy artillery must be provided. We would not use the 155mm gun in bush warfare nor should we be expected to capture and hold an organized position with machine guns.



To attack a shore position is one thing and to defend it is another. Each job requires certain special tools and to say that any particular equipment should be left behind because it cannot be used in both jobs, is unsound. Our 155mm gun may be of no use in the initial landing, but once landed, they become a powerful defense weapon. No vessel will cruise with impunity within range of those guns.

The Marine Corps must not be limited in its materiel if that materiel is necessary for the proper support of the fleet, and is or can be made available. And if it is not available, then we must take the necessary steps to provide it.

Will the Navy need a fleet base? Yes.

Will the Navy need a force possessed of the power of holding the base once it is in possession? Yes.

Then why argue about self-evident facts?

Increased range in both ships and shore guns has entirely altered the requisites of a suitable area for a fleet base. You must have gun fire that will not only keep the enemy out of range of your base force vessels but also permit the sortie of your own vessels from within the base.

To accomplish this, the ideal base is a harbor within a harbor—so that land, with an entrance channel, intervenes between the two water areas. On the extreme outboard edge of this land, we place long range shore guns and find that the distance—inner harbor anchorage to shore guns—plus effective range of shore guns—is greatly in excess of the range of enemy naval guns. In many base areas the entire protection of the vessels in the base might depend upon these guns, as in harbors surrounded by high hills and mountains where the flat trajectoried guns would be unable to fire effectively. Limit the advanced base artillery to 75mm guns and you permit an enemy heavy cruiser to stand off and drop eight inch shells in the harbor while they are under no gun fire and menaced only by our base air force, and in non-flying weather, under no menace at all.

Artillery today is the same artillery we used in 1918, but the artillery of tomorrow will be different. Greater mobility, greater range, greater accuracy, will have a great influence on future operations.

What we need to do is to stop all theoretical conversations and estimates about whether the advanced base force shall have heavy or light artillery; whether the air work shall be done by the naval air force and the Marine air units left behind; whether the force shall be of a strength of 5,000 or 30,000; whether the landing force can be put ashore in transportation now available or must special boats be constructed which will be seaworthy and capable of landing on difficult beaches without being smashed up, and make their own way to the beach; whether the landing boats shall be small and carry a small group or large and carry a large group; whether modern shore guns will permit transports to get within 26,000 yards of the beach before disembarking troops; whether we must be able to land our heavy guns on the beach at the place to be installed or whether they must be handled at improvised wharves capable of handling heavy weights and then taken overland to selected gun positions; what naval gun fire from supporting ships may be expected to do; what shall be the fire control system of communications shall be used to properly co-

ordinate ships and shore activities; what type of artillery is best suited to protect landing beaches, cover mine fields, keep off small craft and the method coordinating and controlling this fire; and actually determine, in so far as is humanly possible in peace-time, by actual fleet operations and experimental practices, the what, the how and the why of a proper advanced base force.

Then, and only then, will we be able to arrive at a solution to these and hundreds of other questions which will arise. Then, and only then, will we be able to determine the organization necessary to operate and conduct such a force. Then, and only then, will the Marine Corps and the Navy realize that the organization we now have is right or wrong and we will have the data upon which to build an organization not paralleling the Army, perhaps different from our present scheme, but based on the materiel, and again I repeat, *based on the materiel*, essential to our mission and the minimum personnel to serve that materiel.

There have been four efforts to obtain data along these lines. One in 1903 at Culebra; one in 1922 at Culebra, when certain experimental work with artillery was tested out; the fleet maneuvers at Culebra and Panama in 1924; and the Hawaiian maneuver in 1925. Four times since the Civil War. We learned a lot of lessons—so did the Navy—but shall we be satisfied in basing our plans and future war actions on lessons learned and digested by a few, seven years ago? The seven years has expired and we are having another test in Hawaii this year.

Gunnery exercises, engineering competitions, tactical and strategical exercises are undoubtedly essential and necessary to maintain fleet efficiency. Each of these activities cost money, and naval and military funds are being greatly reduced. But gentlemen, I want to tell you that one of the best investments that the Navy could possibly make as an insurance for success in our next war would be to curtail expenses in some activity in order to make possible some real progress in the solution of this almost unexplored and unknown subject.

Some say there will be no more war—but you and I are studying and preparing ourselves to take part in the next war.

Our Army may be reduced; our Navy, and with it, the Marine Corps, may be reduced, but whatever the strength may be, our naval authorities aim to always maintain a well balanced force. The latest U. S. Naval Policy states "To maintain a Marine Corps of such strength that it will be able adequately to support the fleet."

Our backward nations may become so forward that revolutions and disorders may become a thing of the past. Presidential and State Department troops may have muchly reduced field of activity. War between civilized nations may become less and less probable. But—if war comes; if our country demands that our naval forces take decisive action in resisting invasion of our territory wherever it may be, or in taking offensive action to defend our rights and policies, then will our Navy need a force to support and aid the operations of the fleet in seizing bases for its own use or in denying geographical locations to the enemy for use as bases for their own forces.

The object of naval warfare is the destruction of



the enemy fleet. To make an advance overseas, both strategy and tactics demand that we be superior to the enemy and able to concentrate our superiority at the critical or vital points when and where necessary. No one weapon, no one element of our forces is able or capable, by its own effort, of accomplishing that destruction. Whatever may be the basic arm, whether it be infantry for the land forces or battleships for naval forces, such basic arm requires the assistance and cooperation of other elements. To maintain our superiority nothing is more essential than a fleet base and an advanced base force therefore becomes one of these essential elements.

With the development of the fleet should go the development of all that make the fleet an efficient instrument in war. A program for the development and defense of advanced bases must go forward with the increased efficiency of the fleet or our fleet may fail to function in an emergency.

Such a force is your Marine Corps and it behooves every thinking officer of the Naval Service, especially those who will, in the not far distant future assume high command and staff duties, to insist that the efficiency of the fleet be maintained and well balanced by the maintenance of a Marine Corps sufficient in strength, equipment and materiel to furnish on M Day an adequate advanced base force equal to the need of the fleet.

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# The Marines Fly in Canada

BY CAPTAIN FRANK MALLEN, F.M.C.R.

■ Canada got its first look at Marine Corps flyers' and planes on its own soil when a squadron of nine "Hell Divers" from Quantico, Va., led by Lt. Col. Ross E. Rowell flew to Montreal to participate in the 4th Annual Canadian Air Pageant August 19-21. Accompanying the squadron was a Fokker transport piloted by 1st Lt. Christian F. Schilt.

The first visit of the Marine Corps flyers to the land and sky of our northern neighbor was a memorable one and called forth the exploits of the "Leatherneck" air men in other foreign parts. It was an occasion for the exchange of good-will between the flying representatives of the two countries which the Canadian airmen said will long be treasured in their memories.

More than 50,000 Canadians saw the Marine Corps planes put on a show that was described by the newspapers as "thrilling" and "impressive." The presence of the flying Marines from Quantico featured the program of the two-day pageant, which attracted spectators from hundreds of miles.

Colonel Rowell and his squadron left Quantico Friday morning, August 19, and after stopovers for service at Floyd Bennet Field, Brooklyn, and clearance at the Albany Airport, landed at the St. Hubert Airport, Montreal, where the events were held, in the afternoon. A flight over the Canadian city of churches before landing announced the arrival of the American flyers.

The planes were met at the field by Leslie Knight, an organizer of the air pageant. Mr. Knight arranged for quarters for the officers at the Mount Royal Hotel and for the mechanics at the Queens Hotel. Col. Rowell was transported to the office of the American Consul General, Wesley Frost, where he paid his respects. A call was also made on Colonel W. A. Bishop, V.C., ace of aces of the World War, who represents the Canadian pilots who fought overseas.

The conservative newspapers made much over the presence of the Marine flyers "in town." The General Motors Products of Canada, Ltd., with headquarters at Oshawa, Ontario, had a fleet of cars at the disposal of the

pilots. This service was arranged through H. A. Brown, general manager, in cooperation with T. H. Corpe, advertising manager. Local Montreal managers who personally saw that the Marines did not lack transportation were W. A. MacLean and Mr. LeBer, who said they would always be pleased to provide courtesy cars for Marine officers on official visits.

The first night was spent "getting acquainted" and the flyers, a bit weary after the day's jaunt, retired early.

Saturday morning was spent sightseeing.

After lunch the flyers were transported to St. Hubert Field, where the show was opened at 1 o'clock by Mayor Fernand Rinfret of Montreal in the presence of a crowd estimated at 25,000. Most everybody was intent upon seeing the Marine flyers. The sight of the khaki uniforms of the Americans as cars sped them past the grandstand on the way to the planes at the other end of the field occasioned much applause.

The greatest interest of the spectators, who included persons prominent in the military, civilian and official life of Canada, was centered on the Marines. A cheer went up when the planes started warming up. "Here they come," went up the shout as the machines started taxiing. In a mass of nine, led by Col. Rowell, the planes struck into the air at the same time.

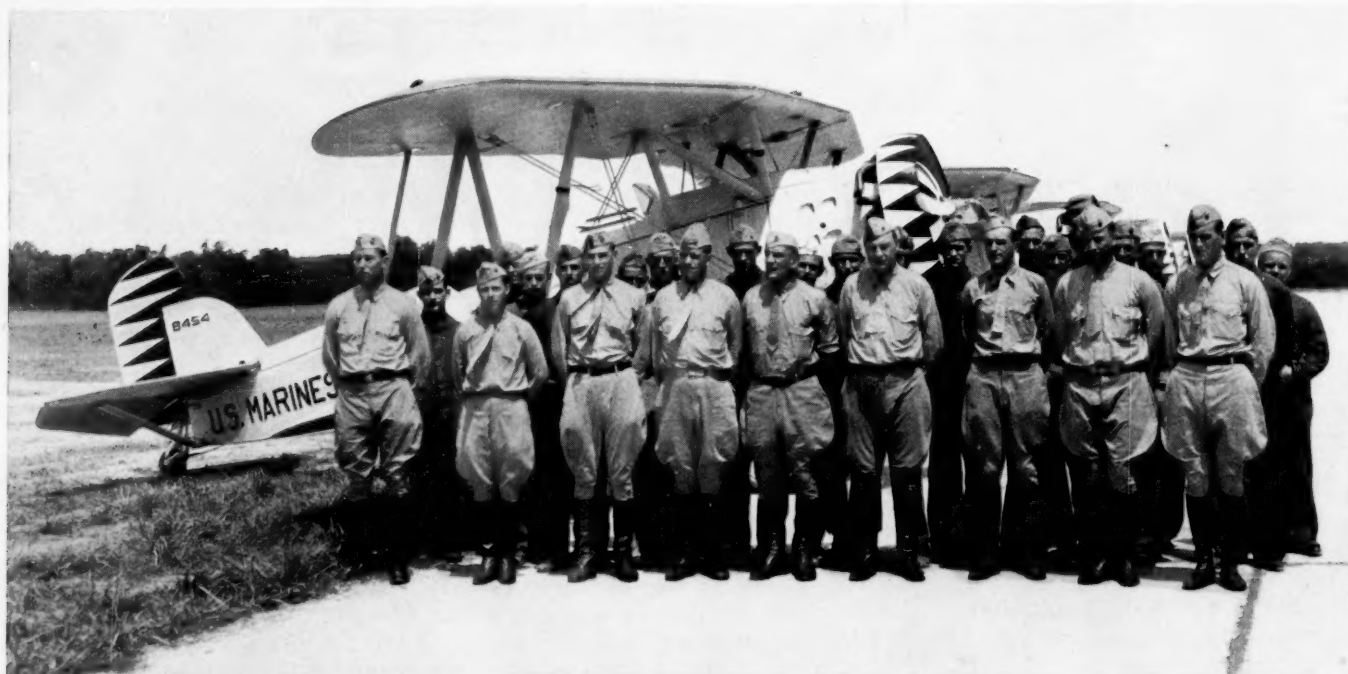
They flew in formation over the field, changed to battle formation, and then passed in review before the spectators. They returned to deploy into the famous Lufberry circus, from which they dived to release their light practice bombs on a cone-shaped target in the same fashion as they charged the enemy in Nicaragua. Two bombs were dropped by each plane. They came within close proximity of the target, with several direct hits, and evoked cheers from the crowds below.

At a microphone in the radio stand Lt. Schilt explained the movements of the planes and called the names of the pilots as each plane dived to bomb. His voice was carried to all parts of the field by loud speakers.

After the bombing the flyers assembled in formation and taxied in an aerial ground parade before the spectators, who



Lieutenant Colonel Ross E. Rowell, U.S.M.C., Commanding Aircraft Squadrons, East Coast Expeditionary Force, Quantico, Va.



**Pilots and Mechanics of the Marine Planes Participating in the Canadian Air Races**

Left to right: First Lieutenant Thomas J. Walker, U.S.M.C.; First Lieutenant Clarence J. Chappell, U.S.M.C.; First Lieutenant Glenn M. Britt, U.S.M.C.; First Lieutenant Christian F. Schilt, U.S.M.C.; First Lieutenant Lawson H. M. Sanderson, U.S.M.C.; Lieutenant-Colonel Ross E. Rowell, U.S.M.C.; First Lieutenant David L. Cloud, Jr., U.S.M.C.; First Lieutenant Thomas J. Cushman, U.S.M.C.; First Lieutenant Edward L. Pugh, Jr., U.S.M.C.

waved their admiration. Much favorable comment was heard among the crowds as the planes were flying. Noted Canadians congratulated the pilots on their fine exhibition when they landed.

"We have another Marine flyer, who's now going to show us a few things," declared Swanee Taylor, American commercial flyer, over the microphone. He then introduced Captain "Al" Williams of the Marine Corps Reserve. Captain Williams took the air in a specially-built stunt plane and performed for half an hour with various acrobatics. His inverted flying for minutes at a time, loops and turns, amazed the spectators.

Saturday night a supper dance was given the flyers in the Mount Royal Hotel. Before the dance Captain Williams joined the Quantico airmen at a get-together with Colonel Rowell.

Sunday afternoon the Marines repeated their exhibition before a throng estimated at more than 30,000 persons. They were the heroes of the day out on the field. After the show Col. Rowell taxied the planes to "squadron front" before the grandstand. Pandemonium broke over the field from automobile horns, sirens, cheers and applause. Col. Rowell stepped out of his plane and acknowledged the demonstration with a salute.

Sunday evening the Marines were the guests of the pageant officials at a dinner. In addition to the Marine Corps flyers there were present: Wesley Frost, American Consul General in Montreal; Horace Perodeau, president of the Montreal Light Aeroplane Club, who put on the pageant; J. A. Wilson, Controller of Civil Aviation, Ottawa; Marshal M. Foss, manager of the pageant; G. M. Ross, secretary of the Canadian Flying Clubs Association, sponsors of the pageant;



**Line-up of the Marine Planes for the Canadian Air Races**



Leslie Knight, co-manager of the pageant; C. G. Genest, of the Reception Committee; and W. A. Lawrence, publicity director.

Mr. Frost congratulated the Marines on their performances and added he was glad to see them in Montreal. He said the State Department and the Marines have been closely associated since the birth of each. For the consular service the Marines meant a great deal, he said. Two of his assistant consuls, he pointed out, had recently been on duty in Latin American countries. They told him that there were many nights they probably wouldn't have gotten any sleep had not the Marines been present to support them.

Mr. Wilson praised this country for its progress in aerial transportation systems and said it was leading the way for Canada. He thanked the Marines for participating in the Canadian air show and said he hoped to see them back next year.

Both Mr. Perodeau and Mr. Genest spoke highly of the exhibition of the Marines. They declared the good-will occasioned by the presence of the Marines would be of inestimable value.

Col. Rowell thanked the officials for the many kindnesses and courtesies to the Marine Corps flyers.

Monday morning the squadron took off for the return hop. At Albany, where they cleared the customs, they were met by Captain Bertrand Fay of the Reserves, who invited them to be his guests at luncheon. From Albany the planes took off for Floyd Bennett Field. Here they gassed. The return to Quantico was made in good time.

Twelve mechanics accompanied the pilots, who in addition to Col. Rowell and Lt. Schilt, were 1st Lts. T. J. Cushman, D. L. Cloud, C. J. Chappell, G. M. Britt, L. H. Sanderson, T. H. Walker, Jr., E. L. Pugh, and Staff Sergeant F. H. Smith.



Squadron of Marine Planes Passing Over the National Capitol Bound for Montreal to Participate in the Canadian Air Races

# The Paymaster's Department, U. S. Marine Corps

BY COLONEL HAROLD C. REISINGER  
*Assistant Paymaster, U. S. Marine Corps*

■ Since the Act of August 29, 1916, there have been no further permanent appointments to the administrative staff departments of the Marine Corps—the quartermaster's and paymaster's departments. These two departments now look for replacements to detailed officers from the line to conduct to a constantly increasing extent their affairs.

In the not distant future the few remaining permanent officers of the paymaster's department will pass out of the picture. Their places are to be taken by line officers of senior rank. That they may possess a better knowledge of the duties of the departments over which they are to preside is important. For it is they who are to carry on for the good or the ill of the Marine Corps as a whole. The functions of the paymaster's department relate closely to the morale and contentment of the individual. The importance of its place in peace and in war is self-evident. With a background of knowledge of the past activities of the paymaster's department and of the spirit that actuated its efforts, those who may hereafter serve may perhaps be the better equipped to carry on. In the light of this situation, this study of the history and activities of the paymaster's department is offered.

The paymaster's department of the Marine Corps was created an administrative department by the Navy Personnel Act of 1899. Prior thereto, there was a Paymaster for the Marine Corps located at Headquarters with no subordinate officers. The organic act recreating the Marine Corps subsequent to the War of the Revolution was the law of July 11, 1798, pro-



Brigadier General George Richards, U. S. M. C.

*The Paymaster*

viding, among other things, that "if the Marine Corps, or any part of it, shall be ordered by the President to do duty on shore, and it shall become necessary to appoint an adjutant, paymaster, quartermaster, etc., the Major, or Commandant of the Marine Corps, is hereby authorized to appoint such staff officer or officers."

The first Headquarters of the Marine Corps was under canvas a short distance from the heart of the city of Philadelphia, then our national capital. The first Commandant was Major William Ward Burrows. He, equally, was the first Paymaster of the Marine Corps. But on April 17, 1799, James Thompson of Georgetown was appointed a second lieutenant to act as Paymaster with station "at the seat of government, wherever that may be." His first duties were at Philadelphia on April 20, 1799. Thence and until 1834, the Paymaster was temporarily detailed from the line, retaining his lineal rank.

The act of June 30, 1834, provided that there be as part of the strength of the Corps, one Adjutant and Inspector, one Paymaster, one Quartermaster, one Assistant Quartermaster, and that these staff officers be taken from the captains and subalterns of the Corps.

Under the law of 1834, the Paymaster was permanently appointed, but he held his lineal rank. In 1845, the staff was separated from the line, the staff to receive the same pay and emoluments and to hold the same assimilated rank. Under this law—from 1847 to 1899—the Paymaster of the Corps held the rank of Major. The law of 1899, previously referred to as the Navy Personnel Act, provided an assistant for the offi-

cer holding the position of The Paymaster. It raised the rank of The Paymaster to that of Colonel, and mentioned the department of the paymaster. In 1904, additional assistant officers were provided for. In 1908, further assistants were created.

But the paymaster's department, though statutorily a department from 1899, was not so administered under its titular head "The Paymaster" as a Paymaster General until many years later. In that intervening time, the Auditor for the Navy Department was in reality the one who administered its affairs. Fully five additional assistant paymasters, in addition to "The Paymaster" had been added to the paymaster's department in the period these conditions prevailed. These assistants, stationed outside of Washington, were taught to look to the Auditor always to be guided by what he did in his settlement of their accounts. But they never had complete knowledge as to the Auditor's like settlements of the accounts of their colleagues. Nor did the Auditor ever give them advice or help prior to their payments. His actions were confined to expressions of disapproval, or disallowances, etc., in his settlements of accounts covering payments already made.

The titular head of the paymaster's department stationed at Headquarters, Washington, was himself a disbursing officer, on par with his subordinate assistants. He had not the information, nor the means, nor the other essentials for the proper organization and efficient administration of the paymaster's department. It was not until February 1, 1909, that different conditions prevailed. Then The Paymaster was relieved of active disbursements, and an administrative examination of accounts instituted by him over the work of the various subordinate offices of the paymaster's department. This was done upon the recommendation of the then Commandant of the Marine Corps, Major General George F. Elliott, U. S. Marine Corps, under the authority of law and by direction of the Secretary of the Navy.

Prior to the transmission of accounts of the subordinate or assistant paymasters to the Auditor for the Navy Department—now the General Accounting Office—the office of The Paymaster of the Marine Corps at Headquarters was to receive them. They are there to be examined methodically and thoroughly. Every rate of pay, every longevity increase, all marksmanship qualifications, all extra allowances, and special compensation were to be verified from the records. This procedure was not so much to see whether our officer and enlisted personnel had been paid more than is due them. It determines whether they have received all that is due them under the law and regulations. Therein it differs essentially from the audit made by the federal accounting officers, who, under their limitations are precluded from raising shortcredits. After these examinations, analytical reports are prepared, a copy is transmitted to the General Accounting Office with the accounts, a copy is sent to the officer who has rendered the account, copies are also distributed to all active disbursing officers of the paymaster's department. These examinations sometimes present very important questions. Before the system was instituted, such questions, when raised by the accounting officers of the Treasury Department, could only be discussed and disposed of by the accountable disbursing

officer. They did not always concern the actions of the disbursing officer himself. They frequently dealt with the legality of the acts of his superiors. The accounting officers of the Treasury, everyone knows, do not hesitate to question the legality of the acts of the Secretary of the Navy or the Navy Department. They sometimes even question the legality of regulations affecting disbursements approved by the President of the United States. Under former conditions, the disbursing officer, miles distant from Washington, had to deal with questions so raised with the resources at his own command. Manifestly, under such a system of administration, no productive results followed. But with the institution of the administrative examination of accounts, these questions, when disclosed at Headquarters Marine Corps in the accounts as examined, enabled information at once to be collected, so that when the General Accounting Office later opened up the question, the Marine Corps and the Navy Department were well fortified to meet the issues presented. Questions that so arise are questions of law involving the proper interpretation of the intent of law. Also, there are questions known as administrative. These concern not the intent of any law, but the intent of an order or regulation issued pursuant to law by the Navy Department. These questions, whether of law or of administration, often vitally affect the interest of the personnel of the Corps, and their equitable, legal and uniform settlement becomes an important consideration to the Corps' welfare and morale. Through the agency of the administrative examination of accounts and the dissemination of information obtained through these examinations, all elements of the paymaster's department are constantly and promptly informed of the final determination of a question of law or administration, as applicable to the pay and allowances of the personnel of the Marine Corps.

Questions of law may be determined by the Navy Department or by the General Accounting Office. Each has the same authority in this relation. There is, however, a statute that makes the balances certified by the General Accounting Office final and conclusive upon the executive branch, a law relied upon by that office to enforce respect for its determination of questions of law. It must be here remarked, however, that there is only one official who has been vested by the Congress with authority to determine "questions of law." That person is the Attorney General of the United States. The administrative questions, as stated, concern the intent of an order—a regulation. Such fiat comes from a single mind, the author of the regulation or the order. The laws of the Congress are different—they represent the will or intent of a collective body. The intent of an order or regulation can easily be referred to its source. The mind itself—that of the Secretary of the Navy in our case, is the best authority to reveal that intent when doubt thereto arises. Questions that are administrative are not for the General Accounting Office authoritatively to determine.

From the establishment of the system and until 1912, its field was limited to that covered by the disbursements of the personnel of the paymaster's department itself. That is to say, it covered payments at shore stations of the Corps by Marine Corps paymasters. In 1912, however, the system was extended to embrace the accounts of officers of the Pay Corps, or Supply Corps, of the Navy, afloat and ashore, paying monthly



enlisted men of the Corps. This represents the present field covered by these examinations.

These administrative examinations have another relation. During the World War, the officers of the paymaster's department serving in France cut red tape and disregarded precedents. They set aside regulations, orders, even the law, in their endeavor to meet the needs of our wounded marines located in hospitals. Their authority to do this was "military necessity"—paramount to the law. With not a scrap of paper to protect them in what they did, they saw their duty and were unhesitating. All they asked of the office at Washington, that of The Paymaster, was to do the needful to "keep them out of Leavenworth." What they did, in this relation, had been defined by an officer in authority in the Navy Department as "technical embezzlement." For they had placed their public money for these disbursements in the hands of so-called unauthorized agents who might pay it to individuals insufficiently identified as marines. It was also true that in many cases, more was received than was in reality due.

After the World War, an officer of the Pay, now the Supply Corps of the Navy, of service in France, once called at the office of The Paymaster at Headquarters. He asked how it was that our subordinates of the paymaster's department, distant from Washington, had had the courage to do what they did in these particulars, in the face of the rigorous system of accounting exacted in peace times. He was taken to the room where the administrative examination of accounts was conducted; he was there shown how that little group was perfecting the accounts of the paymasters who had made these so-called irregular payments to our wounded; he was shown how the paymaster's department cleared these accounts, how it collected information upon which there was secured legislative authority to relieve these paymasters where the items could not otherwise properly be cleared; he was shown the information establishing that these irregular, so-called unlawful transactions, were necessary ones, dictated by "military necessity." It was demonstrable that these paymasters, in contributing to the contentment of the wounded, had hastened their recovery and returned them to the front lines. They had, in this respect, added to the man power of the Nation, when lack of sufficient trained soldiers would have been harmful to the cause of our country. And after this officer had been shown these conditions, he said: "Now I see where the morale of your paymaster's department lies. It is maintained by this little group." These administrative examinations serve to the good of the subordinate paymasters—they maintain and diffuse the proper spirit throughout the department. All profit through knowledge so distributed.

The paymaster's department was faced with another unusual situation at the close of the war. It was found that at such a clearing station as Quantico, there had accumulated a large number of casualties, wounded men who had been sent home from France, and who were due for discharge. They had with them no form of service record nor any other authentic paper upon which they could be paid and finally settled. It was, however, imperative to get these men out of the service along with their more fortunate buddies, whose pay account records were clear. In this situation,

settlements were made upon the individual's personal affidavit, in which the Marine recited, to the best of his recollection, his date of last complete settlement, a history of his movements since separation from his command, such "casual" payments as had been made to him in hospitals in France, and other pertinent information. In Quantico alone, there were over twenty-five hundred of these casualties who were settled upon their personal affidavits. The Post Paymaster, relying upon The Paymaster, Marine Corps, to keep him out of jail, effected these settlements. Months afterward, the service records of these casualties were found and a re-settlement made of their accounts. Any differences unrecoverable were written off through the initiative of the Paymaster's office at Headquarters.

The greatest compliment that can ever be paid anyone—the most sincere flattery, let me add, lies in imitation. When Rear Admiral David Potter became Paymaster General of the Navy in 1920—he had come here from the Fleet—he did not delay in establishing for the administration of the Pay or Supply Corps of the Navy, the selfsame system of administrative examination of accounts that had then been operating in our paymaster's department successfully for eleven years.

Another activity of the paymaster's department is interesting and deserving of mention—the payment to dependents of allotments granted by our personnel. Years ago, allotments of officers' and enlisted men's pay for this object were paid by the Navy Pay offices located in different communities. The Auditor for the Navy Department performed administrative functions over these activities, as well as in connection with the institution of the payments. In the Taft administration, a commission, known as the Cleveland Commission on Efficiency and Economy, commented upon these functions of the Auditor. As a result, both he and the Navy pay officers were relieved of their duties. The payments were concentrated in a Navy allotment office located in Washington. Various difficulties arose in connection with the functioning of this centralized office in its relation to the Marine Corps.

When the World War came on, and the Marines in extensive numbers were employed in France, it became impossible for the Navy allotment office to be administered efficiently in so far as concerned the allotments of officers and enlisted men of the Corps serving in France. A group of officers and clerks then became established at Marine Corps Headquarters. It was first known as a Marine Corps branch of the Navy allotment office. It was a marine organization functioning within the Corps Headquarters and consequently in close touch with the sources of information necessary to properly and promptly handle this complicated duty—and it made itself felt at once. Finally, upon the suggestion of the Paymaster General of the Navy, that group was relieved of its relationship to the Navy allotment office, and the Marine Corps allotment office was established. Better results followed in the administration of the allotment system of the Marine Corps. Nothing so harmful to the morale of forces distant from home surpasses improperly cared-for dependents of the personnel of such forces. There is now the closest cooperation between the officer paying these allotments to dependents and the officer keeping the accounts for pay of the grantors. At the same time, the administrative examination of the accounts of the Marine Corps allotment officer reveals promptly

the errors, if any. The failure to charge allotments currently to the account of the grantor, under old methods, was never promptly discovered. And if the pay of the grantor was charged while no allotment was paid, months elapsed before such condition was revealed. Now adjustments of errors are made in both accounts concurrently for the accounts of the disbursing officer paying the grantors and those of the Marine Corps allotment officer are passed before the same examiners here before their submission to the General Accounting Office.

During the period that all allotments granted by the Marine Corps for support of dependents and other legal purposes were paid from the Navy Allotment Office in Washington, a situation of importance arose in Manila, P. I. There, in 1912, certain officers on duty were about to be ordered to China on expeditionary duty. Authority was requested by the Brigade Paymaster in the Philippines to receive and register, for payment by the Navy Pay Office at Manila, allotments for the families resident in the Philippines of officers to be ordered on this expeditionary duty. This could not be authorized under the regulations. Such allotments could only be paid from the Washington office. However, on March 4, 1912, the Commandant of the Marine Corps disposed himself of this difficulty by the following cablegram sent direct to the Brigade Commander at Manila:

"Direct Brigade Paymaster to receive register and pay to families Philippines any allotment granted by Marine officers on expeditionary duty in China."

These allotments were so registered and paid by that Brigade Paymaster as a Marine Corps matter. Later when his accounts came to the Paymaster's office in Washington in transit to the accounting officers of the Treasury, for their administrative examination, these payments were reported by the Commandant of the Marine Corps to the Secretary of the Navy. It was admitted that these payments were in violation of policy and of regulations. But the allotment system was established for the support of officers' families—so the law said. And neither policy nor regulations in that case harmonized with the law. It was further explained that where officers were in the field, as were these in China with families behind without means for their support, the military necessities of the case required that policy and regulations be set aside. The action of the Commandant of the Marine Corps, as well as that of the Brigade Paymaster, was accordingly approved by the Secretary of the Navy. There followed no opportunity for the Treasury officials in their settlements to do otherwise than fall in line. The representative of the paymaster's department on the ground, i. e., the Brigade Paymaster in Manila, had shown the proper initiative. He acted not so much in the interest of the families resident in the Philippines but in the cause of military efficiency of the expeditionary forces in question. The doctrine of "military necessity" knows no law or regulation. In any unusual situation confronting an officer of the paymaster's department at great distance from Washington, a knowledge of the proper application of that doctrine will obviate many difficulties.

Incident to the payment of the personnel of the Marine Corps, there arises constantly welfare work

having to do with the care of the families of officers and enlisted men who are absent on foreign or expeditionary duty. During the World War, there was maintained a small group of paymaster's department personnel in the Veterans' Administration (then the Bureau of War Risk Insurance). This group formed liaison between Headquarters Marine Corps and the Bureau of War Risk Insurance. The present writer remembers one instance particularly that occurred, which is a sample of many acts of this small group, that resulted in the immediate relief of distressed dependents. After the War, when he came to Quantico, a case was called to his attention which had been made the subject of Red Cross and Y. M. C. A. activity. A wife of a Marine, with three children, was living in the town of Quantico without any means of support other than the personal guaranty of the Commanding General of her rent and food bills. Months had elapsed since she had received her family allotment. The Commanding General called the Post Paymaster's attention to the case and at noon that day, a telephone conversation was had with The Paymaster at Headquarters Marine Corps. At four o'clock that same afternoon, the Post Paymaster was informed that a check for some \$700, back family allowances, had been mailed to care for this Marine's dependents. The check was received and delivered the next morning. The full credit for this exceptional piece of welfare work falls to this small group of paymaster's department personnel and is but one instance of many of their high state of efficiency.

Another activity that operates three hundred and sixty-five days of the year needs mention. This includes all functions that have become necessary since the enactment of the so-called Budget and Accounting Act of 1921. The preparation of estimates, the relationship thereof to the budget officer for the Marine Corps, the budget officer for the Navy Department, the Director of the Budget himself, the Appropriations Committee of the Congress, the other committees having jurisdiction over the appropriations, constitute a wide field presenting a great variety of problems.

For the better understanding of the present methods of preparing estimates for pay of the Marine Corps, it is necessary to refer to methods once prevailing. Prior to 1904, this appropriation was made in two installments; one in the estimates prepared in September constituted the "regular" appropriation which for political reasons, apparently, were quite insufficient to meet the actual obligations, and a second appropriation based upon the estimated deficit to be incurred appeared later as a part of the "general deficiency bill." The second, or deficiency, appropriation carried the additional sums necessary to clear the books of the Treasury Department. But only the estimates for the regular appropriation were prepared at Headquarters. The deficiency estimates were submitted to the Congress by the Auditor for the Navy Department.

In 1904 Congress enacted a law making it a penal offense to incur a deficiency. The Auditor for the Navy Department then announced he would not continue his practice in requesting additional appropriations, as deficiencies, to balance his books.

So it came about in 1905 that the Marine Corps had to ask in its regular estimates for fully half a million dollars more than formerly to pay a Corps of no increased strength. At the same time, it had to ask, on



account of insufficient appropriations for prior years, for fully one million and a half dollars as deficiencies. These conditions made it necessary to institute new and more thorough methods for the preparation of these estimates. The system then instituted, with some slight modifications as improvements, continues to date. It involves the closest cooperation as between the Adjutant and Inspector's Department and the paymaster's department. A statistical report is first prepared by the Adjutant and Inspector. He gives the strength and distribution of the Corps expected during the fiscal year in question, the length of service of officers, an approximation also for the enlisted force



Second Lieutenant James Thompson  
of Georgetown, D. C.  
The First Paymaster

determining longevity increases, the number of men expected to qualify in marksmanship; the specialists expected and considerable like details unnecessary to enumerate. These data are compared with conditions prevailing in prior years and with the expenditures made for these years.

When these methods were instituted for the Marine Corps and for some years thereafter, the estimates for the Pay of the Navy were prepared by the Bureau of Navigation. In 1914, the Congress directed these functions be assumed by the Paymaster General of the Navy. Rear Admiral Samuel McGowan then became the Paymaster General of the Navy. He caused to be instituted in the Bureau of Supplies and Accounts of the Navy Department the selfsame methods that then and since have prevailed in the paymaster's department of the Marine Corps. It may be of interest to mention that a hearing by the Bureau of Supplies and Accounts in 1916 before the Appropriations Committee, Admiral McGowan had this to say with regard to these methods so instituted: "Our present method of estimating pay of the Navy is adapted from the Marine Corps. If we make a success of it, as I very much hope and expect, the credit belongs largely to Colonel George Richards of the Marine Corps."

The annual estimate for "Pay, Marine Corps" is launched upon the troubled sea of economy early in the spring of each year, not in September as was formerly the custom. Often in recent years, the hear-

ings before Congress on the estimates of the preceding year usually overlap the early stages of the preparation of the estimates for the next ensuing fiscal year. This situation has in the last five or six years called for highly specialized work along this line, and today the direct labor connected with the estimates of "Pay, Marine Corps" is performed by a small separate group who are continually employed throughout the year. The statistical information now called for covering the pay and allowances of officers and enlisted men and civil employees of the Marine Corps as a whole, and grouped by stations, has reached an appalling volume. Annually hundreds of hours are spent in special estimates in addition to the preparation of the annual pay estimate, and the appropriation when it is finally enacted by Congress is usually so deeply cut that the most minute and exact system of check and cross-check on expenditures under "Pay, Marine Corps" is necessary to maintain the average annual officer and enlisted strength aspired to and fixed by Navy policy.

The first step in the preparation of the annual estimate is the issuance by the Bureau of the Budget of a circular of general information outlining the form to be followed in the preparation of that estimate. The form has been changing constantly and the requirements annually grow more detailed and exacting. This circular letter is usually issued in March. Early in May follows a letter from the Secretary of the Navy addressed to the various bureaus of the Navy Department, setting forth the government policies, operating plans, etc., for the fiscal year and designating tentatively certain dates for the submission of the preliminary, semi-final, and final estimates to the Budget Officer of the Navy Department. Then using the statistical data furnished by the Adjutant and Inspector and the Quartermaster, the paymaster's department proceeds with the preparation and submission to the Navy Budget Officer of estimates for "Pay, Marine Corps" and these estimates must be so drawn as to come within a sum tentatively allocated for "Pay, Marine Corps" for the fiscal year. Subsequent to the submission of these preliminary estimates, hearings are held in the office of the Navy Budget Officer in which the estimated requirements of the Corps are thoroughly discussed. Some elements of the estimates may be the subject of conference between the Secretary of the Navy and the Commandant of the Marine Corps. Following these conferences a revision of the estimate and a re-submission of the same to the Navy Budget Officer, and usually a final draft is prepared by the middle of August. This final draft is submitted with general covering statements, analyses, justifications, and supporting data. Amongst the supporting data submitted with the "Pay, Marine Corps" estimate is a detailed "breakdown" of every step and item in the appropriation, illustrating the mathematical calculation through which the ultimate total is arrived at. It usually consists of about 20 typewritten pages. A representative of the Bureau of the Budget, several years ago, asked for and was given a personal copy of this breakdown to study. He was looking to make further cuts, but later returned the paper to the present writer, saying that he could not "get enough out of this to feed a crow." Which aptly illustrates the minutia of detail involved in this estimate.

The Navy Budget Officer, early in September, compiles from these estimates the final estimate for the



naval establishment and submits the same to the Bureau of the Budget. These estimates are there examined very thoroughly and are made to accord with the Presidential policy covering the fiscal year concerned. While the estimates are in the Bureau of the Budget, one general and a number of subsidiary hearings are held before the Director of the Budget. The final action of the Director of the Budget so far as the estimates are concerned, is to accord their total with the estimated governmental income for the particular fiscal year involved and to prepare the budget for the President to transmit to Congress. There the appropriation estimates for the various departments are referred to the Appropriations Committee of the House of Representatives. The Appropriations Committee holds extensive hearings on these estimates and finally reports a bill to the House of Representatives embodying their recommendations. The bill as enacted by the House is then transmitted to the Senate and there referred to the Appropriations Committee of the Senate and further hearings conducted.

During this entire process, officers of the paymaster's department of the Marine Corps are constantly employed before the various agencies whose duty it is to hold hearings and inquire fully into the estimates for "Pay, Marine Corps." It may be seen, therefore, that the activities of The Paymaster, Marine Corps, and his force directly connected with the annual estimate actually begins in May and terminates eventually by the enactment of the appropriation into law, 13 months later, that is to say, in June, as was the experience in 1932 for the appropriation act for the fiscal year 1933. In addition to the appropriation estimate, the paymaster's department is, during each session of Congress, called upon for various special estimates of the cost of marine activities all over the world, and also the estimated charge to "Pay, Marine Corps" that would result from the enactment of various bills pending before Congress.

This description of the methods in the preparation of an estimate illustrates the obstacles encountered and, in a small way, the difficulties involved. It outlines the gauntlet that must be run to secure annually the necessary funds for the support of the Marine Corps. This is not a duty that can be directed and supervised by an officer unfamiliar with his subject. It requires not only an officer of experience in matters of the Corps in general, but a degree of specialization in the laws affecting pay and allowances of the Marine Corps and the rules of procedure in the Budget and in Congress.

Were this writer to state that which he regards as a dominant characteristic developed in the personnel of the paymaster's department, he would say, unhesitatingly, "intelligent initiative." No assistant paymaster is ever left "to hold the bag." Where he properly meets a situation confronting him, adopting such means as he may deem best and his action has the approval of his immediate commanding officer, he knows that the full machinery of Headquarters is behind him. It is this feeling of reliance upon Headquarters, coupled with the knowledge of what is expected of him by The Paymaster, that develops initiative in the subordinate paymaster. One of our assistant paymasters was suddenly confronted with the theft of a safe, in shipment, which contained \$125,000, the payroll of a large station. The shipment was cov-

ered by an express receipt, but uninsured. He recognized his duty to effect that payment and immediately, by wire, informed The Paymaster of the theft and of his intention to reship that day the amount stolen. His action was promptly approved by The Paymaster and by the Major General Commandant of the Marine Corps.

The peculiar difficulties of transportation confronting disbursing officers of the paymaster's department on foreign duty, particularly in the Caribbean countries, often delaying payments of troops for protracted periods, required solution, for it is a primary principle in the paymaster's department to find and pay marines on time and to pay them in full. The first situation arising which led to the shipment of money by airplanes occurred in October, 1921, when a shipment of \$35,000 was made by the principal at Port au Prince to his deputy at Cape Haitien. This shipment was made with the knowledge of the Brigade Commander, but this authority was not specifically sought, the assistant paymaster, feeling that the necessities of the case were such that he was justified in taking this personal risk, for the risk was solely his. The deputy at Cape Haitien was out of funds and this shipment was made for the purpose of placing him immediately in a position to fulfill the obligations of the principal, and of course, the United States. The difficulties of transportation in Haiti led the deputies and paymasters there to resort to airplane transportation in order to cover their areas and avoid protracted periods away from their regular station. The system of shipment of currency for the payment of troops by airplane was for similar reasons employed in Nicaragua beginning in 1927, and is still so used. The well-known trail and road conditions in Nicaragua made it imperative there that disbursing officers of the paymaster's department employ this means of effecting payment to troops and upon their own responsibility, and with the hearty and efficient cooperation of the air squadrons in Nicaragua they contributed in a large measure to the morale and military efficiency of the troops in the bosque. During the period of two and a half years of the United States occupation of Nicaragua, fully a million and a half dollars for the payment of troops was successfully transported by airplane and delivered to those to whom it was due and no loss was suffered in consequence of this method of obtaining the desired end. These are instances of that intelligent initiative and acceptance of responsibility which is always expected of the subordinate officers of the paymaster's department and which it is gratifying to know that they have constantly displayed.

It was but a few years ago that an assistant paymaster on duty outside of Washington was indirectly tied hand and foot to his office. A tour of duty in a city meant that the disbursing officer was of necessity on duty continuously and never in a position to take leave of absence except for very brief periods, and then usually at the risk of inconveniencing some officer or enlisted man by failure to effect some desired settlement or payment. In October 1918 the first deputy marine officer was appointed. This appointment was of Captain Horace W. Mitchell as the deputy for Rear Admiral T. J. Cowie, in order that Captain Mitchell could handle the payments of Marine Corps allotments, all of which were then paid in the accounts of the Navy Allotment officer. This was the beginning of

the deputy system of the paymaster's department of the Marine Corps which now is in full operation, and provides the principal with an authorized deputy at such stations as is deemed necessary in order promptly to effect payments of all the personnel carried on the rolls of the assistant paymaster, the principal. By this system it has become possible to pay an entire area assigned to a principal disbursing officer in the first two or three days of the month, whereas under the old system, not only was the disbursing officer bound to his office by responsibilities, but the payment of his area sometimes was not completed before the 10th or later. In 1919, the Paymaster of the Marine Corps issued more or less general instructions covering the activities of deputies prescribing the manner of handling and safeguarding funds, the keeping of cash books, check stubs, retained records, etc., together with certain periodical reports required of the principal. The more detailed requirements were left to the principal to prescribe. There was no specific law providing for the institution of this system, but it was based upon an agreement dating back to 1916, between a pay director of the Navy and the Treasurer of the United States, the pay director designating a deputy and his bonding company executing an agreement that the deputy could sign checks in the principal's name, which agreement was approved by the Treasury Department. Under this authority the deputy system in the paymaster's department, Marine Corps, existed until 1923, when exception was taken thereto by the present Comptroller General of the United States and it became necessary to seek enabling legislation providing specifically for this system. After a number of trying years this enabling legislation was finally enacted into law by Congress, July 3, 1926. It is interesting to note that since the institution of this system which has meant so much in the prompt and proper payment of the personnel of the Marine Corps, and which leaves so much to the honesty and integrity of the deputy, there has been no single case of defalcation on the part of a deputy to a principal in the Marine Corps.

Another activity conducted by the paymaster's department in the interest of the personnel, past and present, of the Marine Corps, which has more recently been established, is worthy of mention. Through agreement with the General Accounting Office, no claim presented by our personnel for settlement is ever acted upon by the General Accounting Office without reference to Headquarters for an administrative report. This applies to claims of ex-Marines as well as those in the service. These reports are prepared by the Paymaster's office for the signature of the Major General Commandant and give to the General Accounting Office all available information necessary for their proper settlement of such claims. These reports are exhaustive in detail and require an enormous amount of research. They contain a statement of facts in the case, the military record of the individual, a citation of laws and regulations and various decisions touching directly upon the merits of the claim. Annually such exhaustive reports are rendered upon approximately 360 claims. Prior to the institution of this system in the settlement of claims, it often happened that well-established practices were unknowingly upset by the Claims Division of the General Accounting Office. But now the situation is different. Any deviation from es-

tablished practice or previous ruling in the settlement of a claim is made known to the Paymaster's office through the settlement which is usually referred to The Paymaster, Marine Corps, for payment, or he is informed of the disallowance of the claim. Such settlement of claims as establish precedents are published to the disbursing officers of the paymaster's department in the monthly bulletin issued by The Paymaster.

In the list of accomplishments of the Paymaster's department of value to the Marine Corps as a whole, the establishment of the savings deposit system is preeminently important. In 1905, although there was specific legal authority for the deposit system in the Army and Navy, no such provision had been made to authorize deposits for savings in the Marine Corps. In this year an enlisted man of the Marine Corps stationed at Mare Island was permitted by a subordinate paymaster to open a savings deposit account. When this situation was questioned, The Paymaster, Marine Corps, successfully defended this action. The subordinate officer who had opened this account was subsequently brought to Washington and there was instrumental in procuring the enactment of the law of June 29, 1906, authorizing the Marines to deposit their savings under the same conditions as the Navy. Since that date, the Marine Corps has been preeminently a leader in the military service in the thrift of its enlisted personnel, evidenced by the use made by them of the deposit system. The accumulative savings of the Marine Corps held in the savings deposit system totals fully five times the like sum so held by the Navy Supply Corps for the enlisted personnel of the Navy. This is a remarkable showing, if it is remembered that the enlisted strength of the Marine Corps is less than one-fifth of that of the Navy.

The subject of the deposit system brings to the mind of the present writer an interesting incident. About 1910, the Comptroller of the Treasury rendered a decision to the effect that while the deposits of enlisted men were exempt from private debts, they were not so exempt from debts due the United States. This ruling held, though it was never accepted as sound by The Paymaster, Marine Corps, until 1928, when a specific case of charging government indebtedness against the savings deposit was brought up for consideration. It was the view of The Paymaster, Marine Corps, that to so charge government indebtedness against voluntary deposits of savings was a breach of trust, and on that basis the whole question was reopened, resulting after a long struggle before the Comptroller General and the Congress in an enactment in the appropriation bill for the naval establishment for the fiscal year 1932 which now prohibits the construction of any law to provide for the recovery in any manner of any indebtedness to the United States or any of its instrumentalities from either the amounts so deposited by enlisted men in the military or naval service or from the interest thereon.

In connection with the ultimate satisfactory result of the efforts of The Paymaster, Marine Corps, to protect the savings deposits of enlisted men from any checkage whatsoever, there is an amusing incident worthy of mention. The incident illustrates that often a soft answer turneth away wrath.

There is a gentleman in Congress who has always



been willing to lend a helping hand in the interests of the Marine Corps, and the manner of making his acquaintance was rather unusual and amusing. Upon representations of one of his constituents employed in this office, he came one morning and announced rather abruptly that he was here for a fight. The matter that troubled his mind was so satisfactorily explained to him, and the explanation sustained by the office records, that he left, a firm friend, and has been since ever ready to listen patiently to our troubles and to guide us through the bewildering maze of Congressional procedure.

When we were in dire need of the services of some one in Congress in our fight to exempt the deposits of enlisted men from checkage for any debt—the true intent of the basic law—it was he who carried this project to the floor of the House and procured the enactment of the desired legislation.

Going back to that predominant characteristic of the personnel of the paymaster's department—"intelligent initiative"—certain striking examples occur to the present writer. Into this class fall the institutions of the administrative examination of accounts of subordinate paymasters, the application to the Marine Corps of the savings deposit system, the acquisition of extra pay for marksmanship qualifications, and the protection afforded post exchanges from losses through desertion. All of these things were first done without any previous regular authorization, and in each instance, the initial act accomplished a regular report was rendered, and the authority sought and obtained whereupon their continuance could be guaranteed, and in each instance the later development did not fail to accomplish specific good for the Marine Corps at large.

In the one hundred and thirty odd years constituting the life of the re-created Marine Corps, its Paymasters are few in number. Only ten officers served as The Paymaster, or the head of the paymaster's department. Long tenure of office marked most of these officers. Captain George W. Walker, for instance, served from 1836 to 1851—15 years. Major William W. Russell served from 1851 to 1862—11 years. Major John C. Cash served from 1862 to 1877—15 years. Brigadier General Green Clay Goodloe served from 1877 to 1909—32 years. The present incumbent, Brigadier General George Richards, The Paymaster, has served since 1909—23 years.

Over this period of one hundred and thirty years in the history of the paymaster's department, though its officers have handled, been responsible for, and disbursed many millions, there have been very few cases of betrayal of trust. A century ago, in 1830, one commissioned officer, and more recently, three pay clerks have been guilty of misappropriation of funds entrusted to their care. No article on the paymaster's department would do justice to the subject without specific mention of the body of chief warrant and warrant officers that form its backbone under the detail system. They have come up from the ranks after long and faithful service, during which they have been weighed and not found wanting. In many instances they have carried the burden of large disbursements made in the name of their principal and they have rendered to that principal a degree of faithful efficiency and loyalty which is only best appreciated by those line officers

who serve and have served a detail as an assistant paymaster.

During the period of service of the present Paymaster of the Marine Corps, from 1909 to date, the department has, from a very small beginning, attained its present strength. It reached its peak as it passed through the period of the World War, where as an important administrative department, it met the test of war conditions.

Brigadier General George Richards became The Paymaster in February, 1909. The paymaster's department then consisted, beside himself, of Lieutenant Colonel William C. Dawson, Major William G. Powell, Captain Harold C. Reisinger and Captain Davis B. Wills. Shortly afterwards, Captain Russell B. Putnam, Assistant Paymaster, was appointed. At this strength the department functioned until August 29, 1916. Then four additional assistants were added. During the World War period, it reached the maximum of forty-three officers, not including six officers disbursing funds as special disbursing agents of the paymaster's department, fifty-five pay clerks, and four hundred enlisted men. In addition to this force, the "Marinettes" deserve special mention. Of the more than two hundred female Reservists enrolled for active duty in the Marine Corps during the summer and fall of 1918, thirty-eight were assigned to the paymaster's department. These Marinettes, as they were called, were recruited from the ranks of young business women experienced in secretarial and clerical duties. To qualify for enrollment they were required to pass the same rigid mental, physical and moral examinations as were their brother marines. At the beginning of their service they held the rank of Private; upon disenrollment and transfer to inactive duty in 1919 many had earned promotions to non-commissioned ranks. These women Reservists wore the regulation uniforms, were instructed in the intricacies of squad formations by Marine Corps drill Sergeants, gave the prescribed salute to commissioned officers, and were in every respect subject to the customary discipline. Although the majority of the female Reservists who were enrolled members of the Marine Corps during the World War returned to their former occupations upon transfer to inactive duty in July, 1919, many took Civil Service examinations and remained in Washington to serve their Government in a civil capacity. The marinettes all received discharge certificates marked with the character "Excellent," at the termination of their war service, regardless of the arithmetical computation which usually determines character in the case of enlisted men. Those responsible for the final markings refused to certify any of them for discharge with any character other than "Excellent."

In 1909, exclusive of Headquarters, there was an office in San Francisco, one at Manila, and one in Havana, Cuba. Each of these offices was conducted by an assistant paymaster with a civilian as pay clerk. During the World War there were maintained outside of Headquarters, the following offices in and outside the United States, including France:

#### In the United States

New York, N. Y.  
Philadelphia, Pa.  
Quantico, Va.

San Francisco, Calif.  
Atlanta, Ga.



**Outside of the United States**

2nd Regt., Cape Haitien, Haiti	Provisional Battalion, Camaguey, Cuba
2nd Brigade, Santo Domingo City, D. R.	3rd Brigade, Guantanamo and Santiago, Cuba
4th Regiment, Santiago, D. R.	St. Thomas, Virgin Islands
1st Brigade, Port au Prince, Haiti	Managua, Nicaragua
	Peking, China

**In France**

Paris	Blois
5th Regiment	Bordeaux
6th Regiment	Tours
11th Regiment	Chaumont
13th Regiment	St. Nazaire

Under operation of existent law, the present incumbent will be our last permanent head of the paymaster's department. Thereafter the head will be detailed for a period of four years, unless sooner relieved. The present writer feels safe in saying that whatever may appeal to the service as an existent and satisfactory state of efficiency in the paymaster's department has been the logical result of the spirit that has been instilled, by example, into its personnel. The subordinate personnel of the department has been ever fortunate in that foresight animates our activities only in their proper relation of staff administration to the affairs of the Corps as a whole, a condition exemplified in the conduct of the present incumbent of the office of The Paymaster, U. S. Marine Corps.



Officers and Warrant Officers, Paymaster's Office, Headquarters, U. S. Marine Corps, during the World War.

## "And by Maintenance in Readiness of Expeditionary Forces"

BY MAJOR EDWIN N. MCCLELLAN, U.S.M.C.

■ Secretary of the Navy Charles F. Adams, in June of 1931, promulgated a naval policy that provided for a Marine Corps of such a strength that it would be able to support the Navy by furnishing detachments to vessels of the Fleet in full commission, guards for shore stations, garrisons for outlying positions, "and by maintenance in readiness of expeditionary forces." There is no secret about this policy for it is printed on large cards and hung on the walls for all to read.

What are these "expeditionary forces" and why are they needed? The answer is the Marine Corps. The Marine Corps, forming at least one-fifth of the Navy, must be adequate and prepared for every character of duty that the Navy may call for. The real reason for the existence of the Corps is that these "expeditionary forces" may be always ready.

Marines have always been Sea Soldiers. They have served on fresh water rivers and lakes as well as salt water seas and oceans. They have been attached to the war vessels—private and public—or they have served on board such vessels as a mobile expeditionary force. The effect of the expedition may have been secured by carrying a regularly organized expedition of soldiers accustomed to the sea, or by augmenting the strength of the regular detachments of Sea Soldiers attached to the ships. The origin of the Marines lies in expeditionary service.

A study of history brings the student to the conclusion that whether a soldier is a Marine depends, not upon the name given him, but upon the character of duty such soldier performs coupled with his familiarity with the sea and his being under naval jurisdiction. There have been fighting-men performing the duties of Marines from the first date that fighting-men served on ships or in expeditions of a naval status. These Sea Soldiers are best prepared to carry out their missions when they are trained to the ways of the sea and an integral part of the naval machine.

There has been a continuity of the need for these "expeditionary forces." At the Battle of Lade (B. C. 497) "large bodies of *Epibatai* (or Marines) were carried in the Greek transports ready to be landed where necessary for cooperation with the Fleet," wrote Colonel Cyril Field of the Royal Marines. Shepard, in his *Sea Power in Ancient History*, tells us that the numbers of Greek Marines "varied in accordance with the character and object of the expedition on which they embarked." When "the object of the expedition was military as well as naval a much larger number of Marines, often as high as fifty to a vessel, was embarked on the Greek warship. The Romans, with their much larger vessels and their incurable instinct for land warfare at sea, went a great deal further. Their *quinqueremes* carried as high as one hundred and twenty Marines to each ship, and to their valor—we are told by the most competent of witnesses—Rome's good fortune at sea was due. For although nautical

science says Polybius, "contributes largely to success in sea fights, still it is the courage of the Marines that turns the tide most decisively in favor of victory." The sea forces of King Xerxes in the great invasion of 480 B. C., according to Herodotus, included 36,210 Persians serving as Marines. And so down through the years there were "expeditionary Marines" because there always was a need for them.

The Roman Marines were called *Classarii* and they wore a uniform of sea-green color. When Rome occupied England, about 55 A. D., the Roman Fleet carried expeditionary forces of *Classarii*. There are records of more than one Marine Cohort, 500 to 1,000 strong, in Britain.

While authorities do not seem altogether clear as to the special reasons which led to the formation of the Royal Marines, Grose in his *Military Antiquities*, wrote that they were authorized for expeditionary purposes. "Experience hath shewn," wrote he "that these regiments have been very useful, but more especially upon fitting out squadrons of ships for an immediate expedition; for as they are constantly quartered, when not at sea, as near the principal ports as possible, namely, Plymouth, Portsmouth, and Chatham, so were they with great facility put on board such ships as had most occasion for them; for they were under the immediate direction of the Admiralty."

The true object, therefore, of the Marine force at its inception was not that of maintaining discipline and order among the "turbulent and refractory seamen of the period," but of serving with the Navy as a military body adapted to naval conditions. The need for an "expeditionary force" of soldiers trained to the ways of the sea was as desirable then as now. Not only for what are termed "landing parties" was it desirable to have the Marines in the fleet, but for the purpose of having a military force available to take advantage of the "surprise" in actions against strong points ashore, after the naval force had done its part. It was recognized by the "Fathers" of the early British Navy that such a force was not only necessary but that it could be maintained at an efficient standard only by being part of the naval service and serving on board the naval vessels. Nobly have the British Marines performed this duty.

That the origin of the British Marines lay in the performance of expeditionary duty is very clearly brought out in their history, which shows that they participated in the following: one company under Churchill (later Duke of Marlborough) served in a composite regiment with the French Army in France against the Dutch (1672-1674); one company of Marines formed a part of a provisional battalion of the Virginia Expedition (1676); a large expeditionary force of at least 9 companies of Marines and probably seven more arrived at Ostend to fight with the Dutch against France (1678); a company of Marines formed

a part of a provisional battalion that proceeded to Tangiers (1680); at battle with the French of Beachy Head (1690); Siege of Cork (1690); detachments of Marines went with Colonel Farrington's Regiment to Jamaica (1692); Gibraltar, where the "British Marines gained an immortal honor," for which they wear "Gibraltar on colours, headdress and accoutrements" (1704); Expedition to Toulon, Sardinia, Minorca and others (immediately after Gibraltar); Barcelona (1704 and 1705); Ostend (1706); Leake's Expedition to Balearic Isles (1706); St. Estevan (1707); Lerida (1707); Toulon (1707); Sardinia (1708); Minorca (1708); Isle of Cetta (1710); Dunkirk (1711); Annapolis Royal or Port Royal, America (1710); Quebec, America (1711); Carthage, America (1741); Belle Isle (1761); and Leeward Islands-Martinique and Gaudaloupe (1758).

Lord St. Vincent wrote Lord Spencer on June 30, 1797: "Marines—A very considerable Corps should be kept up, and I hope to see the day when there is not another foot-soldier in the Kingdom, in Ireland, or the Colonies, except the King's Guard and artillery. The colonels of regiments might be provided for during their lives by annuities equal to their present pay and emoluments."

Our American Colonial history illustrates the continuity of these "expeditionary forces." The two Louisburg expeditions and the French and Indian War furnished excellent illustrations of American military men who served in the status of expeditionary soldiers of the sea, even though they were not designated as Marines.

But in the years 1740-1742 we have the first American Expeditionary Marines. Historians of the American Marines have called them Alexander Spotswood's Marines. Other American historians did not even know that they were Marines. Their correct name is *Gooch's Marines*. We will accept the statements of all the British Marines' historians that they were real Marines. Particularly that of Colonel Cyril Field, who wrote two volumes of *Britain's Sea-Soldiers*. They were the American Marines who wore the camlet (rough material, mixture of cotton and wool) coats, brown waistcoats and canvas trousers. There were thousands of them, and they were part of the British Marines' organization. They served in Admiral Vernon's expedition against Cartagena in 1741. Some of them served ashore during the War with Spain at Guantanamo Bay, Cuba, one hundred and fifty-seven years before Huntington's Marines landed there during our Spanish War. They also made the first visit of American Marines to Haiti—in the vicinity of Cape Tiberon. One of these colonial American Marines became so friendly with Admiral Vernon that Mount Vernon on the Potomac received its name. He was Lawrence Washington, brother of George Washington, and a Captain in "*Gooch's Marines*." Another was William Hebb, who gave his plantation on the St. Mary's the name Porto Bello, named one son Vernon, and whose great grandson, Clement Dorsey Hebb, was a Colonel in the Marine Corps. Mrs. Fuller, wife of Major General Commandant Ben Hebard Fuller, is a descendant of Alexander Spotswood, as are Brigadier General Randolph Carter Berkeley and Brigadier General Theodore Porter Kane. Lieutenant-Colonel John Henley Higbee was also a descendant.

There are many instances in our History of "ex-

peditionary service" with the Fleet. A few of them follow.

On March 3, 1776, two hundred Marines and fifty blue-jackets under command of Major Samuel Nicholas of the Marines, landed on New Providence Island of the Bahama Group, from the Fleet, occupied two forts, took possession of the Government House and Nassau and reembarked on March 16. We have the same effect here as if there had been an "expeditionary force" of Marines on a transport with the Fleet. The combined Marines detachments formed a force of about 270 Marines which was available for expeditionary purposes.

In July and August, 1779, a joint Army-Navy expedition, formed of New England militia and naval vessels, and Continental naval vessels, engaged in what is called the Penobscot Expedition to Penobscot Bay. There were about three hundred Continental and State Marines in the Expedition. The Expedition was a failure but historical writers are unanimous in their praise of the Marines.

An expedition under William Eaton, Navy Agent for the Barbary Regencies, including First Lieutenant Presley Neville O'Bannon and seven Marines started on March 8, 1805, from the vicinity of Alexandria for Derne in Tripoli about 600 miles away. Eaton had requested of Commodore Barron "a detachment of one hundred Marines" for the purpose of leading his *coup de main*, but Barron replied that such a step exceeded his powers. Therefore Eaton had to be content with Lieutenant O'Bannon, one sergeant and six privates of Marines instead of the hundred. Lieutenant O'Bannon was Eaton's chief reliance in organizing and leading this expedition.

Eaton's Expedition captured Derne, Tripoli, on April 27, 1805, and for the first time in its history the Flag of the United States flew over a fortress of the Old World. Lieutenant O'Bannon hoisted this flag.

Probably no war in which the United States has been engaged illustrates so well, as does the Tripolitan War of 1801-1805, the desirability of having an "Expeditionary Force" of Marines immediately available with the fleet. Dale's squadron went out and ineffectually thundered at the Bashaw's forts. Then Morris, and next Rodgers, but still the Bashaw was imperturbably adamant to either bombardments or offers of ransom. Finally the *Philadelphia* was captured; then eventually burned by Decatur, assisted by eight Marines; but the Bashaw refused all offers of ransom on her officers, Marines and Bluejackets. Next Barron tried his hand and again the Bashaw was unmoved. All the naval vessels and all the Navy's guns and all the strategy failed to crack the Tripolitan "nut" until an "expeditionary force" partially composed of Marines forced the Bashaw to consider terms and caused him to sign a treaty foregoing "tribute" and releasing the officers and crew of the *Philadelphia* and other prisoners. If there had been an organized "expeditionary force" of five hundred Marines serving with the squadron, the successful conclusion of this war would have been expedited.

From May, 1811 to May of 1813 a detachment of two officers and 47 enlisted Marines, under Captain John Williams, with two 6-pounders established what might be called an advanced base on Cumberland Island off the Southeast Georgia Coast. The intention



was that this post would serve as a base for the naval vessels operating in that vicinity. These Marines participated in the occupation of Fernandino (just across the St. Mary's River from Point Peters, Ga.) on March 18, 1812. Serving as part of the Army these Marines participated in operations around St. Augustine. Captain Williams was mortally wounded in an engagement with Indians on September 12, 1812, dying on September 29th. The Detachment was finally withdrawn from Florida in May of 1813. During the latter part of this service some of the Marines served as artillery with the Army.

On October 6, 1812, a force of three officers and 60 enlisted Marines established an advanced base at Sackett's Harbor, on Lake Ontario, to support the fleet of Commodore Isaac Chauncey. They also served as "Expeditionary Marines" with the Fleet. By December of 1812 the strength of this advanced base was increased to a hundred and at times the strength was over a hundred. For instance, in the Spring of 1814 there were 175 Marines at Sackett's Harbor.

Commodore Stephen Decatur's squadron arrived at Gibraltar on June 15, 1815, enroute to fight Algiers, the American Congress on March 3, 1815, having declared that a state of war existed. The Marine Guards of the ships aggregated about 225 under command of Major John Hall and served as "Expeditionary Marines" with the Fleet. One Company of United States Corps of Army Artillery under command of Captain S. B. Archer formed part of the expedition. The expedition was never landed, but captured two Algerian war vessels. Decatur seemed to have the same feeling as had Lord Nelson about Army Artillery serving on Naval vessels, for he recommended that they proceed to the Mediterranean on bomb-vessels. However, they went out on the frigates.

Captain David Porter sailed from the Virginia Capes on February 14, 1823, in command of a large Anti-Pirate Expedition which included about four Marine officers and about a hundred enlisted Marines. This expedition of Marines was drilled and prepared for service for five weeks at Norfolk prior to sailing. Captain Porter had orders to establish his headquarters on Thompson's Island, as Key West was then called. Accordingly Captain Porter established there what might be called his outlying main advanced base for his fleet which was engaged in a war against the West India Pirates and guarding our trade routes to West India, Central and South America. A battery of eight guns were emplaced to defend the base, which Captain Porter placed under the command of a Marine officer. This was the base for "Expeditionary Marines."

A large force of Marines serving on naval vessels supported the land operations of the fleet on the East Coast of Mexico and with other naval personnel cooperated with the Army ashore during the Mexican War. On the West Coast the Marines of the Squadron, with other Navy personnel, fought several battles ashore and saved California for the United States. There was a total of 402 Marines who saw service on the Pacific Coast during the Mexican War. While all these officers and men did not serve together at any one time there were several operations in California—for instance at Monterey, San Diego, Los Angeles—in which a great portion of them combined with other Navy personnel to operate ashore. The operations

they participated in were land operations and not on board ship. The vessels really served as floating bases from which the Marines and Bluejackets operated, were supplied, and reinforced. The presence of a fast sailing ship carrying an "expeditionary force" of Marines would have simplified these operations.

During the Civil War the Marines served on board the many naval ships and thus participated in every naval battle. They participated in many landing parties from ships. They organized several Battalions to support the shore operations of the Fleet. Under naval command they cooperated in shore operations with the Army. One battalion was detached for service with the Army, but served in that status only a short time. On November 1, 1861, an expeditionary Battalion of Marines on the steamer *Governor*, formerly part of a joint Army-Navy expedition, was wrecked. The transport *Governor* went down off Hatteras, but the Marines were saved. A "battalion of Marines attached to my squadron," is the ideal arrangement, reported Commodore Dupont. On November 8, 1861, Dupont's Fleet bombarded Forts Beauregard and Walker on Bay Point and Hilton Head. Marines and Bluejackets landed, took possession, and held Fort Hilton till General Sherman arrived. A joint expedition of the Army and Navy, for operations in the waters of North Carolina, in January, 1862, moved from Hampton Roads under Commodore Goldsborough and General Burnside. The Marines of the squadron participated. An Expeditionary Battalion of Marines with Dupont's Fleet, on February 4, 1862, occupied Fernandina. A battalion of Marines landed at New Orleans on April 29, 1862, and held the city until the Army relieved them. In August, 1862, an expedition of 100 Marines and 100 Bluejackets placed two 200-pound Parrott and two 200-pound Whitworth guns in battery on Morris Island. This force was relieved by Major Zeilin's expeditionary battalion of Marines. A Naval Station was established at Cairo, Ill., in 1862, to support the squadrons on the rivers. Four Marine officers and 150 Marines were stationed there. An expeditionary battalion of Marines attached to Dahlgren's Squadron, in August, 1863, debarked on Morris Island and made camp. It participated in all of the engagements which resulted in the capture of the outer defences of Charleston, S. C. An expeditionary Marine Battalion, and the Marines of Dahlgren's Squadron, on September 8, 1863, participated in a night attack on Fort Sumter. On November 29, 1864, an expeditionary battalion of 250 Marines serving as part of a Naval Brigade landed at Boyd's Landing and went into action, cooperating with the Army. They attacked the enemy at Tulifinney Creek on December 6, 1865, and had other battles. Admiral Dahlgren wrote that this was "the largest force of Marines" that had been together for some time. A provisional battalion of Marines from Porter's Fleet, on January 15, 1865, participated as part of a Naval Brigade cooperating with the Army, in the capture of Fort Fisher. Some Marines also were on board the vessels during the bombardment and a small detachment was with the Army during the assault. Admiral Porter's written orders were violated by the Naval officer in command of the Landing Force and any chance of Porter's plan succeeding was lost. It did, however, serving as a feint or demonstration, assist the Army in capturing the

fort. Six Marines were awarded medals of Honor for acts of gallantry during this action. Private Henry Wasmuth saved the life of Robley D. Evans. In February, 1865, an expeditionary battalion of Marines, serving as infantry, and one company of Marines acting as artillery, occupied Georgetown, S. C.

The Spanish War of 1898 furnished a modern example of "Expeditionary Marines," when Colonel Robert W. Huntington's Battalion of Marines occupied an advanced base for the fleet at Guantanamo Bay, Cuba. Admiral George Dewey wrote that "the capture and occupation of Guantanamo during the Spanish-American War, giving the Fleet a base, without which the difficulties of blockading and capturing Santiago would have been unmeasurably increased." Indeed, Sampson, on July 3, 1898, when the Spanish Fleet emerged, was on his way to tell General Shafter that if he did not clean up the outlying Spanish batteries at the entrance of Santiago, he would bring the Marine Battalion from Santiago for that purpose.

"If they had had two or three thousand more the (Spanish) War would have ceased earlier, I believe," said Rear-Admiral John E. Pillsbury after referring to the Marine Battalion at Guantanamo Bay.

"I have in mind the Spanish War where the Marines did such gallant service," said Rear Admiral Robley D. Evans in 1909. "When Playa Este was taken by a battalion of Marines under Colonel Huntington, they were sent down on a transport." On another occasion he wrote:

"I regard them (the Marines) as a most gallant and valuable body of men. If they had been organized, as I have long held they should be, as an expeditionary force, under naval regulations and discipline, and their numbers increased to, say, twenty thousand, who can doubt that Sampson's Fleet would have reduced the batteries of Havana on April 22 or 23, and that this body of Marines could have then held the city, despite all the efforts of General Blanco and his volunteers."

Admiral Dewey wrote that "If there had been 5,000 Marines under my command at Manila Bay, the city would have surrendered to me on May 1, 1898, and could have been properly garrisoned. The Filipinos would have received us with open arms and there would have been no insurrection."

And so we see that History proves that "Expeditionary Marines" are a valuable part of our National Defense during war or a threat of war.

The development of the "expeditionary" phase of the Marines' mission became more pronounced after the Spanish War.

Rear Admiral George A. Converse, Chief of the Bureau of Navigation, on October 31, 1906, wrote of "the recognized value of Marines for manning the naval bases in our insular possessions and for service as expeditionary forces in emergencies needing a prompt response."

Rear Admiral John E. Pillsbury, when Chief of the Bureau of Navigation, in 1908, wrote that the Marines "should be organized into regiments, battalions and companies, and should be embarked, or ready to embark in a suitable vessel, and should be attached to the fleets, thus forming part of the fighting force of the fleet directly under control of the Commander-in-Chief."

"There should be a transport with every fleet with

a battalion of Marines on every occasion," said Rear Admiral Robley D. Evans in 1909. "The transports would be assembled under guard of the cruisers and there would be some base to be seized, I assume, or the intent would be to land this force at some point. Those transport auxiliaries would be covered by the proper division of cruisers while the battle ships maneuvered to keep the enemy from interfering with them. And if I had my way about it, the Marines would do that three or four times a year; the transports would go with the fleet and go through these evolutions; and one division of the cruisers would pick up the enemy; and finally the battle ships would come and the battle would be fought, and the transports would land the Marines at the point we desired to take."

Special education for officers and practical work in the nature of advanced base maneuvers were provided.

Major-General Commandant George F. Elliott, in 1908, recommended "the absolute necessity for" a "transport for the sole and exclusive use of the Marine Corps," to be used on expeditionary service. He reiterated the recommendation in 1909, and again in 1910; in 1912 Major-General Commandant William P. Biddle again invited the attention of the Secretary of the Navy to the "urgent necessity for properly designed and fitted out transports" to be used for "expeditions" and "in connection with peace training, in advanced base work." But the transport did not come until one was authorized by law in 1913 and the U. S. S. *Henderson* launched in 1916. Another Marine transport, the *Heywood*, was proposed, but never built.

In 1912 General Biddle reported that "The present system, whereby the whole Marine Corps on home service is scattered in numerous navy yards, is neither economical nor conducive to proper training, and it is urgently recommended that the department adopt the policy of having at least one large post on each coast, eventually to be capable of housing a brigade of two regiments at war strength, with its necessary field equipment."

General Biddle on December 18, 1913, reported: "That for a considerable period after the declaration of war, all defensive operations must be left to the active fleet and to the Marine Corps, and that before the military forces of the government can be ready, the reserve ships, requiring many Marine detachments, together with additional advanced base forces, will have to be called into active service. If the Marine Corps is retained at its present actual strength instead of increasing uniformly with the increases in the Navy, it will not have a sufficient number of trained officers and men to meet the emergency of war, and the effect might well be disastrous on the result of the naval campaign."

In 1914 Major-General Commandant George Barnett reported: "The General Board has recommended that a brigade organization be maintained in the Marine Corps; that next spring there be even more extensive advance base work than that of last year; and that a brigade of at least 2,500 men with all the necessary guns, mines, and equipment be sent to the West Indies."

"I believe that advanced base work is the most important duty for which Marines can be trained, not only because of the possible necessity which may arise



for actually seizing and holding an advance base, but also because the training obtained in preparing for this duty is of inestimable value to the corps in the ordinary expeditionary duty which it is so often called upon to perform."

General Barnett and his successors in office—Generals John Archer Lejeune, Wendell Cushing Neville and Ben Hebard Fuller—all concentrated their efforts in preparing the Marines for their naval missions as "expeditionary forces." Marine Corps Schools have taught the theory, adequate plans have been formulated and maneuvers conducted for training and preparation. All that is needed is adequate personnel.

Assistant Secretary of the Navy Ernest Lee Jahncke wrote:

"The Washington Conference of 1921 on the Limitation of Naval Armaments left in the minds of naval strategists a condition for study peculiar to the maintenance of American sea power. The United States has, relatively speaking, few over-seas fortified naval bases—a marked deficiency in the needs of American naval strategy. The Marine Corps, at present, is maintained as a mobile force of sea soldiers, accustomed to naval life. It has now, if it never had before, its peculiar prime naval mission. It must furnish to the fleet in war, or in advance of war, part of the fleet's tactical organization. It must supply an advanced base force of sufficient numbers, so organized and equipped as to seize and hold that base upon which alone the fleet can widen its field, or area, of effective naval control. This work of the Marine Corps, as part of the Navy, stands ready now to do more effectively and more economically than can be accomplished by other means."

The first element of our National Defense to act in a modern war is the Navy (that includes mobile Marines). The Navy is the Nation's first line of defense. It holds while the Army is getting underway. The initial operation of the Navy may require the use of a military force represented by the Marines. That force would either accompany the Fleet in transports or remain in readiness at a base. The possession of such a force ready, trained, disciplined, and with high morale is not only a desirable asset but is a vital cog in the naval machine that is essential to the success of our National Defense. Thus the "expeditionary forces" of the Marines, trained to execute the naval mission, always must be ready to step aboard the transports. The Marines' mission may be the securing of or maintaining an advanced base. It may be the landing, occupying and holding, until the Army moves up, of an advanced enemy shore position. To delay would be fatal—as in the case of the Dardanelles in the World War.

The Navy, with her Marines, has a duty in war that begins before the declaration of war, and must be ready before war begins. There is no time to recruit, to train, to discipline and to organize forces. Therefore, the last force to be reduced in peace is that which must be ready first.

It may just so happen that the naval mission will not require the immediate service of the Marines. In that case the Army has always been glad to use them as provided by law. This is an important phase of the

subject. In war the Marines are ready for use by the Navy or by the Army, or both. The Marines participated as part of the Army in every one of our major wars except the Spanish War, in which the Navy could not spare any Marines. They also served as part of the Army in the Indian Wars of 1835-1842, Army of Cuban Pacification 1906-1909, and Vera Cruz in 1914.

And these "expeditionary forces" of Marines do not stand by idle during periods of peace. The Navy has ample missions with which to keep them busy. Unquestionably the Navy (including Marines) has been the instrument (with only an occasional exception) used by the President in those countries where our armed forces may be required to support his Foreign Policy. The Marines furnish the selected personnel trained for the mission. The Navy always has available adequate transportation, supply and communication systems. Unity of command and harmony is present. With the Navy and the Marines carrying out these peace-time missions for the President there is a combination of economy and efficiency that can not be equaled by any other branch of the National Defense.

The past is a prophecy for the future. China in the forties and fifties, 1894-1895, 1898, 1900, 1911-1914, 1924 to date; Paraguay in 1858; Japan in the fifties and sixties; Korea many times; Egypt in 1882; Panama and Colombia too frequently to mention; Chile in 1891; Samoa in 1899; Hawaii in 1843, 1874, 1889 and 1893; Honduras in 1903, 1907, 1924; Syria in 1903; Cuba in 1906-1909, 1912, 1917; Nicaragua in 1909, 1910, 1912, 1926 to date; Haiti in 1914, 1915 to the present, and Santo Domingo in 1903, 1904, 1914, 1916-1924. Those and more.

These duties will increase rather than decrease. They come suddenly and the Marines have never failed to respond, whether they are few or exist in adequate numbers. This being so, and it certainly is so, the Marines should be given sufficient numbers to maintain an adequate, efficient force of high morale with which to perform their vital duties. What is the number they should have? The answer is at least one-fifth that of the Navy. The act of June 4, 1920, established the authorized enlisted strength of this basis.

There have been five leading instances where Army organizations participated in this character of peace-time duty, but in every instance the Navy, as well as the Navy's Marines, participated. They were China in 1900, 1912 and 1932; Cuba, 1906-1909; and Vera Cruz in 1914. In every one of these cases the Army were preceded by the Navy and her Marines. And in every case it was only because there were not sufficient Marines or Navy personnel that the Army assisted the Navy to perform her mission which the Navy and Marines continued despite the presence of Army personnel.

So the Marines are constantly planning and working to the end that the Navy may have "in readiness" adequate "expeditionary forces" for land operations in support of the fleet for the initial seizure and defense of advanced bases and for such limited auxiliary land operations as are essential to the prosecution of the naval campaign. And the peace-time duties of the Marines must be performed even during war.



# NAVY DAY FELICITATIONS 1932

WAR DEPARTMENT  
OFFICE OF THE CHIEF OF STAFF  
WASHINGTON, D. C.

October 27, 1932.

Major General Commandant Ben H. Fuller, U.S.M.C.,  
Navy Department,  
Washington, D. C.

My dear General Fuller:

Please accept best wishes for Navy Day on behalf of myself and of the Army of the United States. Our feeling for the naval service is necessarily one of fellowship, admiration and affection. In large measure it has found its inspiration among the gallant Marines who have marched with us and mingled their blood with ours across the earth's span. Be sure that on Navy Day and on every other day we, as Americans, take justifiable pride in the splendid abilities and record of your Corps.

Cordially and sincerely yours,

(Signed) DOUGLAS MACARTHUR,  
General, Chief of Staff.

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THE MAJOR GENERAL COMMANDANT  
HEADQUARTERS U. S. MARINE CORPS  
WASHINGTON, D. C.

27 October, 1932.

My dear General MacArthur:

Your very kind letter of even date written on behalf of the Army of the United States as well as yourself, personally, and conveying Navy Day greetings to the Marine Corps and to me is more than appreciated. The memory of the service we, Marines, have been permitted to render on so many occasions in an intimate association with various elements of the United States Army and in many foreign lands will always be cherished with unstinted pride. And the Marine never will cease to be grateful to the Army for the honor it so unselfishly bestowed upon the Marine Corps in designating my distinguished predecessor in office, Major General John A. Lejeune, U. S. Marine Corps, to the command of the Second Division of the Expeditionary Forces of the United States Army in France. For your message, my dear General MacArthur, we return to you our sincere thanks. It particularly emphasizes the commendable amiability and affection that has always marked the relationship to each other of the different branches of the service constituting America's National Defense.

Faithfully yours,

(Signed) B. H. FULLER,  
Major General Commandant.

General Douglas MacArthur,  
Chief of Staff, War Department,  
Washington, D. C.

## "Hold That Line!"

■ For many years baseball occupied the spot light in the military and naval service of the United States as the major sport of organized teams. Baseball was the great national game and from the sand lots and public school play grounds came the aspirants to the honors in the game on the college nines and later in the professional teams that made up the various leagues which spread over the country.

Football was limited to the colleges and universities; the organization, training and management of a football eleven required more time and money than was normally available except at the larger colleges and universities where the financial support of an enthusiastic alumnus was available.

In 1917 however, when the call to the colors went out for the able bodied young patriots of the country to meet the German U-Boat threat, there came a change. The true-blue young men of good red blood in the colleges and universities hastened to the recruiting stations to offer their services and if need be their lives, as has always been the case in our country in the past and as we hope may always be the case in the future.

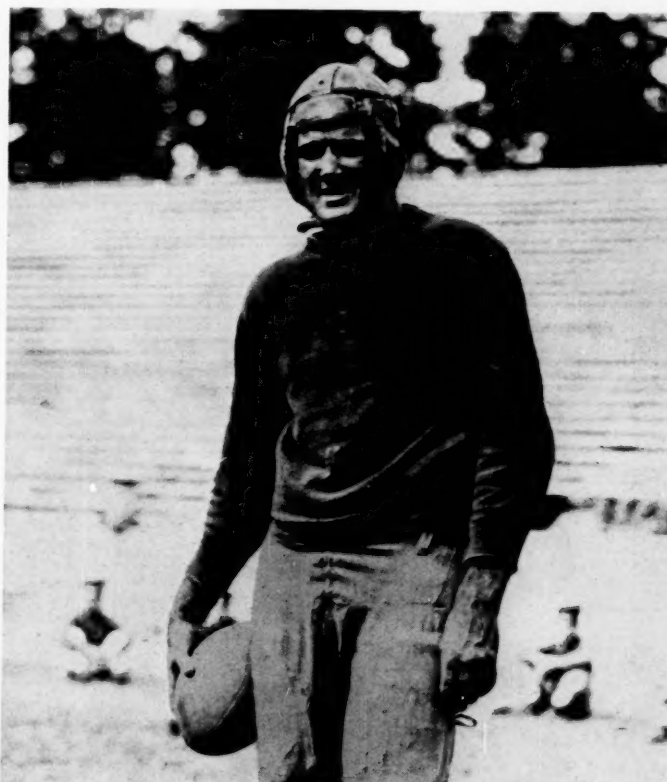
The Marine Corps with its picturesque service, wide opportunities for varied duties and its stirring slogan, "First to Fight," made an especial appeal to the young college men eager to get into the thick of it as early as possible. At Mare Island, California, the Marine Barracks became the rallying point for a considerable number of fine young men from the West Coast colleges and universities. Among them were Bailey, Beckett, Huntington, Hall and Mitchell from the University of Oregon; the Gardner brothers from University of Utah; Sanderson, Ambrose and Moulthen from Montana University; Walter Brown from Washington State College; Purdy and Teberg from Minnesota; Cushman from Washington State; Hobson from Nebraska; Parker from Florida; and Ridder-

hof from Occidental College. Many of these were stars on the football elevens of the schools from which they came, some of them were in the All-American class, and under the leadership of Walter Brown and Lawson Sanderson, they organized and trained a Football Team that within a few short months made football history, established them as undisputed champions of the West Coast and paved the way for a bright future for Marine Corps football. This famous team defeated California's noted eleven twice, 20 to 0 and 27 to 0; rolled up a score of 28 to 0 against Oregon; 34 to 0 against University of Southern California; 27 to 0 against the crack team of St. Mary's College, and 20 to 3 against the well established professionals of the Olympic Club of San Francisco.

In the meantime the U. S. Army was building its great war-time training post at Camp Lewis and had quite a galaxy of football stars carried on its muster rolls. Always keen for honors in the various sports the Football Eleven of the 91st Division was anxious to meet the Marines from Mare Island who were sweeping all before them on the football field of the "Coast."

They found the victorious Marines ready for the fray and twice the crack teams of the Marines and the Army met, to decide the Service Championship. It was to be a three game series, best two out of three to decide the championship, but two games sufficed, the first at Tacoma, Washington, giving the victory to the Marines by a score of 13 to 0, and the second played at Pasadena, Calif., in the Tournament of Roses celebration on New Year's Day, 1918, before crowded stands, giving the final decision to the Marines by a score of 19 to 7.

The same love of adventure which had fired these young men when they left college to join the Marines for the war led several of them to seek further records with the "knights of the air" in Marine Aviation units; among these were



The Greatest of Them All

Captain Frank B. Goettge, U.S.M.C., was born at Canton, Ohio, December 30, 1895. He graduated at Barberton, Ohio, High School and was attending the Ohio University at Athens, Ohio, when the United States entered the World War. Selecting the Marine Corps he enlisted "for the period of the war" on May 17, 1917, and was commissioned a second lieutenant July 14, 1918. In 1918 and 1919 he served in the Fourth Marine Brigade, Second Division, A. E. F. Frank Goettge played football at High School and College but it was not until he joined the Quantico Marine Team of 1920 that he began to play the brand of football that was to bring fame to himself as a star at the game and also through him to the team that he supported and led so well.

Thoroughly at home in any back-field position he played there on the Quantico Marine Eleven in 1921, 1922, 1923 and 1924 and was also captain of the team in 1923. In 1925 he was a coach of the team and also one of the players and in 1926 he was also a coach.

A born leader of men, inspiring confidence in those with whom he came in contact, quick to think the right thing and quicker to do it, he was in every game in which he took part truly "a host within himself." The idol of team-mates and side-line rooters among the Marines he never disappointed the ones who pinned their faith on him and followed him through the game with highest hopes. By his manner and acts and the results thereof he justly won the high words of praise once bestowed by that great judge of American football, Walter Camp: "In his own place he is one of the greatest players this country has yet produced."



**Captain John W. Beckett, U.S.M.C.**

The "Father of Marine Corps Football." He was All-American tackle at University of Oregon in 1916, he organized, trained and coached the famous Mare Island Football Eleven of 1917, and played tackle on the team, he coached the star Quantico Marines in the years 1921, 1922, 1923 and 1924, and frequently took his place in the Line, and in 1927 and 1928 he was on the coaching staff of the Naval Academy Eleven.

Brown, Moulthen, Sanderson and Palmer. Moulthen met his death in a plane crash at Parris Island in 1919 and Brown died when his plane crashed into the Potomac River at Quantico in 1921 while Sanderson is still piloting Marine planes with a skill and cool daring which challenge all competitors.

At the great East Coast Training Camp of Quantico, Va., there was a Football Eleven in 1919 led by "Dutch" Moulthen, and the following year, 1920, saw Sanderson and Brown stationed at the Aviation Field at Quantico training an Eleven to carry on the Marine Corps Football. Among the members of this team we find the names of Palmer, Bain, Hunt and Liversedge, all of whom were familiar to the ardent rooters back of the sidelines at future games where the "Quantico Marines" carried the "Red and Gold" colors to victory. In this season the Marines had vanquished all opponents including the 3d Corps Area U. S. Army team when they met the crack Sailor Eleven from the U. S. Naval Training Station, Great Lakes, Ill. This game was played before a large audience at Baltimore, Md., and amid tense enthusiasm ended in a tie score of 7 to 7, with each side claiming the major honors and each side having just cause for pride in achievement.

The next season, the fall of 1921, saw the Football Team at Quantico well established with a squad of fine players drawn from far and wide in the Corps, and

saw the "Quantico Marines" well on the road which was to lead them to nation-wide fame and a place among the great amateur Elevens of America on a par with the great college and university elevens. In this squad were Beckett, Liversedge, Goettge, Sanderson, Palmer, McMains, Yost, Spicer, Comstock, VanWooten, Payne, Kyle, Hall, Hill, Cercek, Rogers, Brumbaugh, Levonis, Chiknoski, Bain and Dunham, many of whom continued on the Quantico Eleven for several years. The coach of this galaxy of players was Lieutenant John Wesley Beckett, familiarly known to thousands of Marines and Midshipmen as "Johnny" Beckett and possessed of the crusading spirit of leadership which marked the great man for whom he was named. Beckett coached the Quantico Marines through the seasons of 1921, 1922, 1923 and 1924, and also played on the first three teams. During the last three years of this period the team had also the assistance of several well known college coaches for part-time, notably Roper of Princeton and Bezdek of Penn State.

**Captain Harry B. Liversedge, U.S.M.C.**

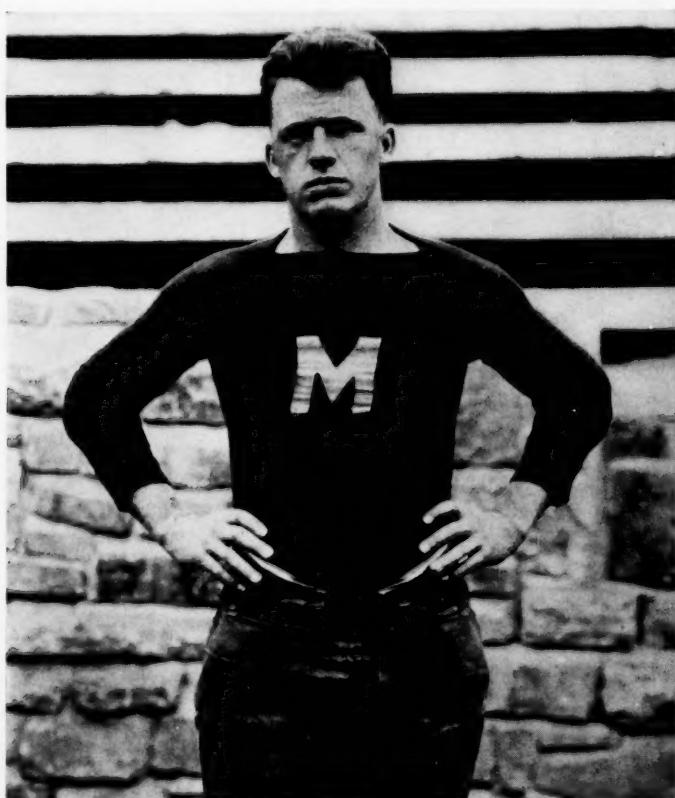
Born in California, September 21, 1894, enlisted in the Marine Corps for the World War in May, 1917. Played on the University of California Eleven, 1915 and 1916. Commissioned a second lieutenant in July, 1918. Played tackle with the Quantico Marines, 1920, 1921, 1922, 1923 and 1924 and was captain of the team in the last year. He was a coach with the All-Marine Eleven in 1925 and 1926 and also in 1929. He was a member of the American Olympian Teams in 1916, 1920 and 1924. He was one of the greatest tackles of his time.





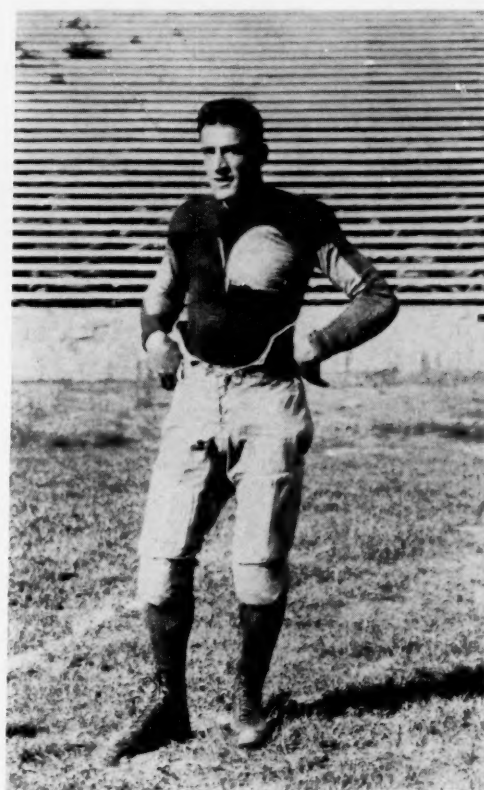
During the four years from 1921 to 1924 inclusive the particular star of the "Quantico Marines," as the team came to be widely known, was Frank Goettge. An officer of fine qualities of loyalty and leadership, he inspired in the players associated with him a high degree of confidence, respect and esteem which greatly enhanced the morale and courage of the team and inspired them to individual and collective efforts which carried them to the heights in the time of need. With this marked ability in leadership he combined a skill and judgment in the Backfield on the football grid that made him one of the outstanding players of America of all time.

During this period from 1921 to 1924 the team from Quantico visited many cities over the country appearing before large and enthusiastic crowds who cheered and rooted for them or for the "Home Team" and adding much to the esteem which the citizens of the United States evince for the Marines. One of the notable games in which the Quantico Marines played away from home was in December, 1922, at Baltimore, Md. This was the opening event for the dedication of the new Baltimore Stadium. The opposing team represented the U. S. Army Third Corps Area and it was carefully selected with a view to winning from the Quantico team of Marines, many of its members being former stars on famous West Point elevens. Over 70,000 spectators witnessed this game and many high officials from Washington attended including the



**Lieutenant Caleb T. Bailey, U.S.M.C.**

"The Anchor of the Team," played center at the University of Maryland, 1921 and 1922, and center on the Quantico Marines and All-Marines in 1923, 1924, 1925 and 1926. He is a native of Washington, D. C., and in addition to being a star Football player he was catcher and captain of the victorious Baseball Nine at Quantico in 1924 and 1925.



**Lieutenant Lawson H. McP. Sanderson, U.S.M.C.**

Born July, 1895, at Washington, D. C. Enlisted in the Marine Corps for the World War in May, 1917. Played fullback at the University of Montana, 1913 to 1916. Played on the famous Mare Island Football Team of 1917 and with the Quantico Marines in 1920, 1921, 1922, 1923 and 1924, as halfback and end. Commissioned a second lieutenant in 1918. He has been in Marine Corps Aviation since 1918 and is one of the outstanding pilots of the United States.

Secretary of War and the Secretary of the Navy and a host of high officers of the military and naval services. From start to finish the game was hotly contested and the spectators had no lack of thrills and excitement, the teams were evenly matched as the score of 13 to 12 in favor of the Marines indicates, but the Marines led by the indomitable spirit of Frank Goettge would not be denied the victory.

Another well remembered game was the one in which the Quantico Marines met the crack team of the University of Michigan on their home field at Ann Arbor, Mich. For this game two thousand officers and enlisted men from Quantico, led by the Secretary of the Navy, Mr. Edwin Denby, and accompanied by the Major General Commandant and other high officers from Washington, made the journey from Quantico to Detroit and Ann Arbor by special trains where they were received as honored guests. In this game the time keeping officials failed to keep track of the time and the quarters were unduly lengthened to such an extent that it became known as "the longest game on record." The Michigan team won but in the language of Secretary Denby, "they knew they had been in a football game."

In 1925 it was decided to organize a team to be



All-Marine Coaching Staff, 1926

WIGMORE

BAILEY

KEADY

BURGER

DUNCAN



Quantico Marine Football Team, 1922

PALMER

GOETTGE

SANDERSON

SKINNER

BECKETT

MCHENRY

McMAINS  
LARSON ✓

OJEN

LIVERSEDGE

KYLE



All-Marine Coaching Staff, 1928

CAPTAIN ELMER E. HALL

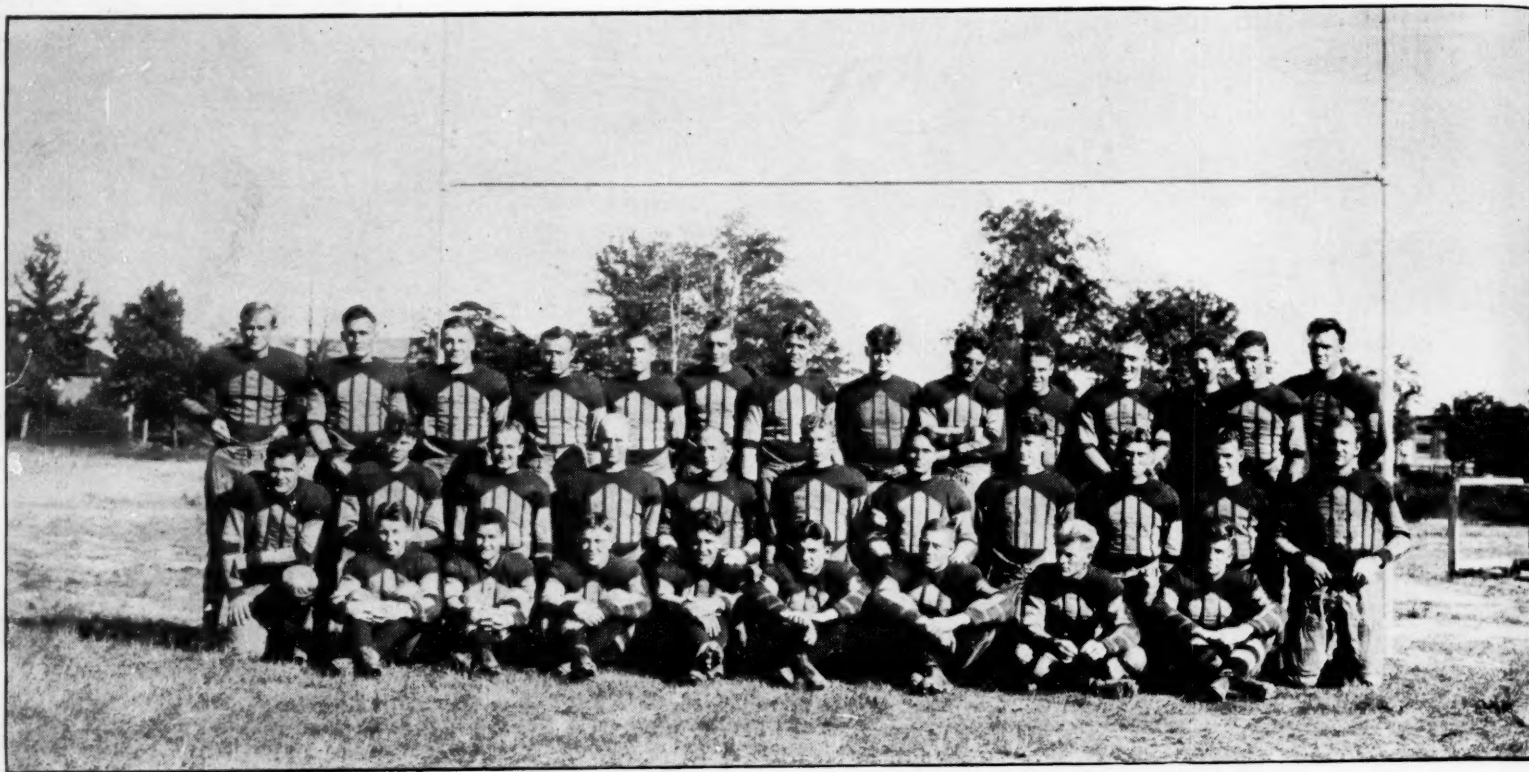
JOHN T. KEADY

CAPTAIN EMMET W. SKINNER

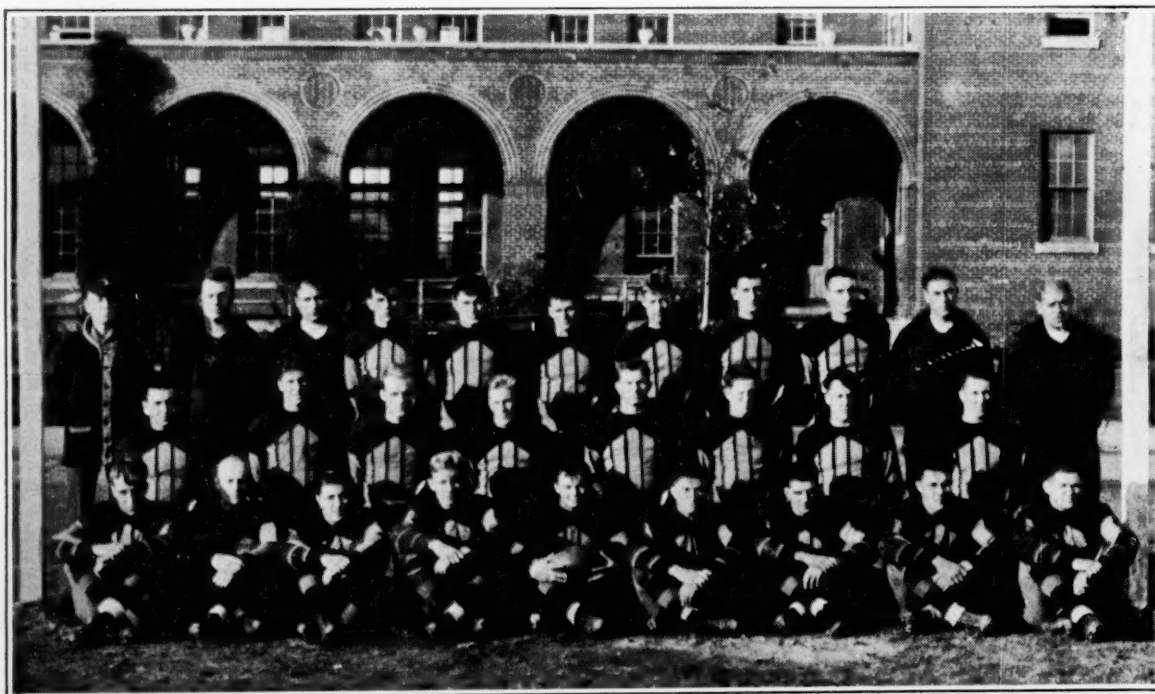
*John T. Keady—Head Coach of the All-Marines, 1925-1930*

John T. Keady was born at Wakefield, Mass., and graduated from Dartmouth in 1905, having played halfback and tackle on the Dartmouth team for four years. After graduation he remained at Dartmouth for six years in the capacity of assistant and head coach. After leaving Dartmouth he was head coach at Lehigh for a period of ten years. After this he occupied the position of head coach at Vermont for four years. From 1925 to 1930 he served as head coach of the Marine Team, in which position he won the respect and esteem of the members of the team and the staff and of thousands of Marines who cheered from points of vantage back of the sidelines.





All-Marine Football Squad, 1929



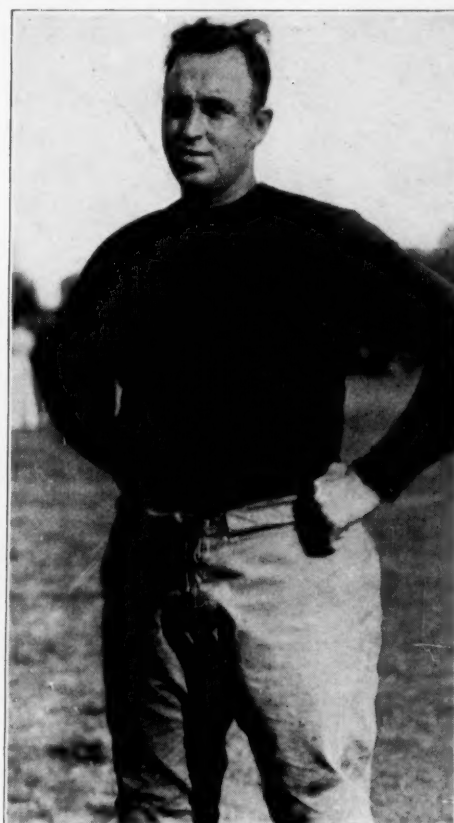
All-Marine Football Squad, 1928

known as the All-Marine Team which would represent the Whole Marine Corps and be supported by the Whole Corps. This plan was followed until 1931, when it was decided to return to the former system of post teams, the three big posts at Quantico, Va., Parris Island, S. C., and San Diego, Calif., to support football elevens. In 1931 the Quantico team still known to the public as of yore as the "Quantico Marines" played a full schedule of games on fields at home and abroad and in 1932, the present season, the Quantico Marines are carrying on with strength and courage with a fine schedule of games in view.

The West Coast Expeditionary Marine Base at San Diego, California, has also figured largely in football annals and several fine teams organized and trained there have won renown in games on the West Coast with teams from the U. S. Navy, the U. S. Army and the Pacific Coast colleges and universities as their doughty adversaries.

The Marine Elevens from the Marine Recruit Training Station at Parris Island, S. C., have played active schedule in the South with well known teams and acquitted themselves with honor to the Corps they have so ably represented.

Many of the players who started with the San Diego and Parris Island teams have gone on to further efforts with the All-Marine Teams where the best known play-



**Lieutenant George W. McHenry**

Coach of Quantico Marines, 1931. Played on the Quantico Marine Team in 1922, 1923 and 1924, and was captain of the first All-Marine Team in 1925. A sterling athlete whose courage, skill and dependability added much strength to the teams he was associated with as player and coach.



**Sergeant James Wigmore, U.S.M.C.**

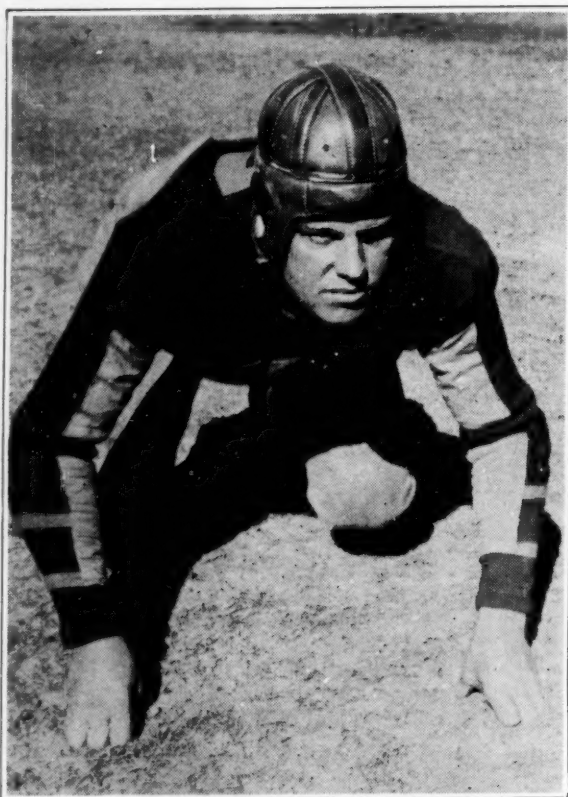
Tackle with All-Marine Eleven, 1923, 1924, 1925, 1926 and 1927. Height 5 feet 9 inches, weight 208. Born at Pittsburgh, Pa. Played at Pittsburgh on the Luckey School team and at Boston Latin School before entering the Marine Corps. A steady, reliable player.

ers were concentrated in the days of the active schedules of the All-Marines from 1925 to 1930 inclusive.

There is published herewith a series of illustrations depicting some of the Football Elevens and some of the players who have brought renown to the fighting spirit of the Marine Corps on many a gridded field in the United States during the years that have passed since the call to the colors in 1917 brought together the galaxy of college stars at Mare Island which, led by Beckett and Brown, won the championship of the West Coast in that year and directly led to the firm establishment of the game as a major sport for Marine Corps teams. Following is also published the schedules and scores of the "Quantico Marines" during the four years, 1921-1924, when under the able leadership of Beckett they put up a most impressive record of victories over sturdy opponents; of the "All-Marines" during the six years, 1925-1930; and of the last two years, 1931-1932, of the rejuvenated "Quantico Marines" who have taken the place of the "All-Marines" as the major Marine Corps Football Eleven.

It is accepted that "Baseball is the great American Game" and that as such it will occupy the attention of more teams throughout the Corps, but it is also urged that Football occupies a bright place in the affections of the sport lovers of America and that it has come to stay as a major sport for sport-loving Marines.





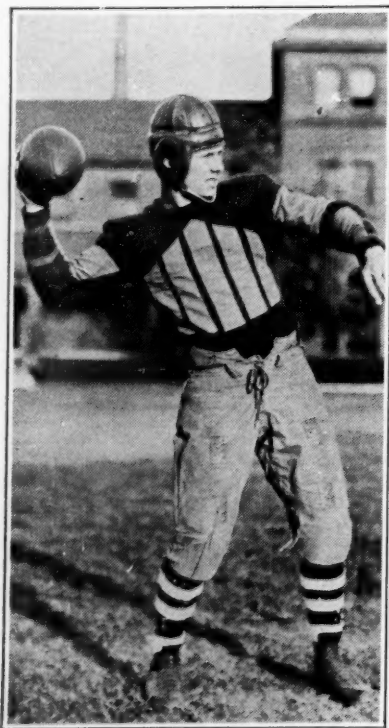
**Gunney Sergeant H. P. Crowe**

Guard on 1932 Quantico Marines Team, height 5 feet 11 inches, weight 185, age 30. Born at Boston, Ky. Has played six years with the All-Marines and according to the coach, "he played every minute of every game."



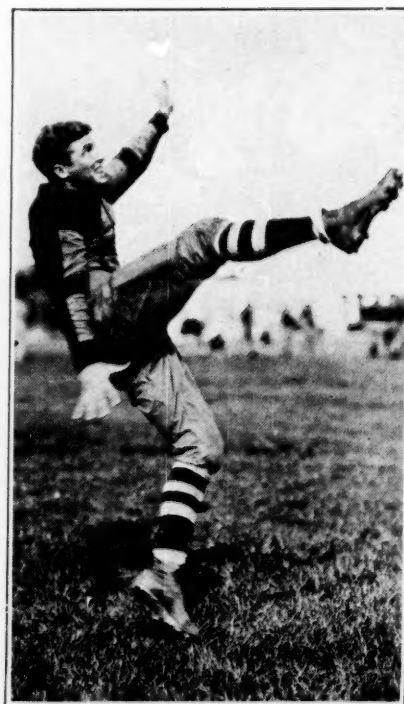
**Sergeant Louis W. Brunelle, U.S.M.C.**

Quarterback; height 5 feet 8 inches, weighs 162. Born at Haverill, Mass., and played on St. James School Eleven there. One of the stars of the All-Marines during the four years from 1924 to 1927 inclusive.

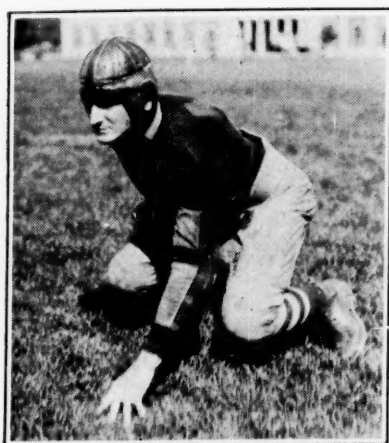


**Corporal Raymond J. Poppleman, U.S.M.C.**  
Halfback on All-Marine Team 1927, 1928 and 1929. Height, 6 feet 1 inch; weight, 172 pounds. Born at Los Angeles, Calif.; played at High School at San Diego, Calif., before joining the Marines. Now star player of U. of Maryland.

**Hart Punting a Long One**



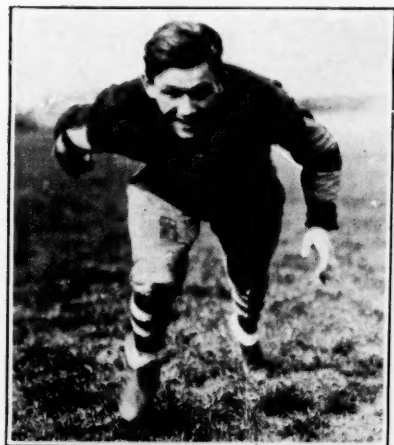




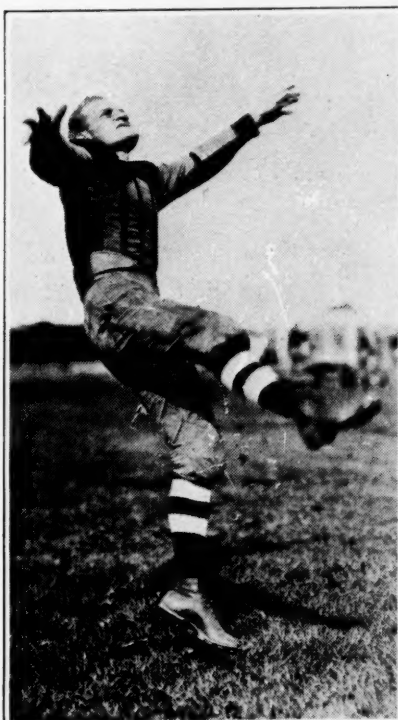
**Corporal James E. Stroupe, U.S.M.C.**  
Tackle with All-Marines 1928; height, 6 feet; weight, 185 pounds.



**Sergeant William H. Beatty, U.S.M.C.**  
Tackle on All-Marine Eleven 1928, 1929 and 1930; height, 5 feet 11 inches; weight, 185 pounds. Born at Mount Holly, N. C. Played with Episcopal High School Team, Alexandria, 1926, and Parris Island Marines in 1927. He also played on the Baseball and Basketball teams at Quantico.



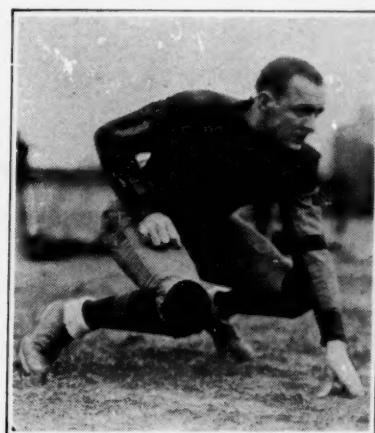
**William P. Phillips, U.S.M.C.**  
End on All-Marine Team 1926, 1927 and 1928; height, 5 feet 11 inches; weight, 168 pounds. Born at Easton, Pa., and played on High School Team there before joining the Marines.



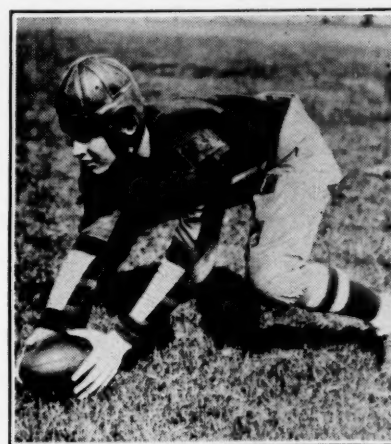
**Corporal Albert W. Woods, U.S.M.C.**  
Halfback on All-Marine Team, 1927 and 1928; height, 5 feet 10 inches; weight, 175 pounds. Born at Kansas City, Mo., and played on High School Team there. Now star player at University of Maryland.



**Sergeant Green B. Evans, U.S.M.C.**  
Physical Trainer of the Quantico Marine Football Team; upon his skill and care of the members of the team their stamina and efficiency largely depends. Born at Whit, Texas, in 1899, he enlisted in the U. S. Navy in April, 1918, and was discharged in December, 1918. He enlisted in the Marine Corps in 1925. In the summer of 1932 he took at his own expense a course in Physical Education at Harvard University to make him better fit.



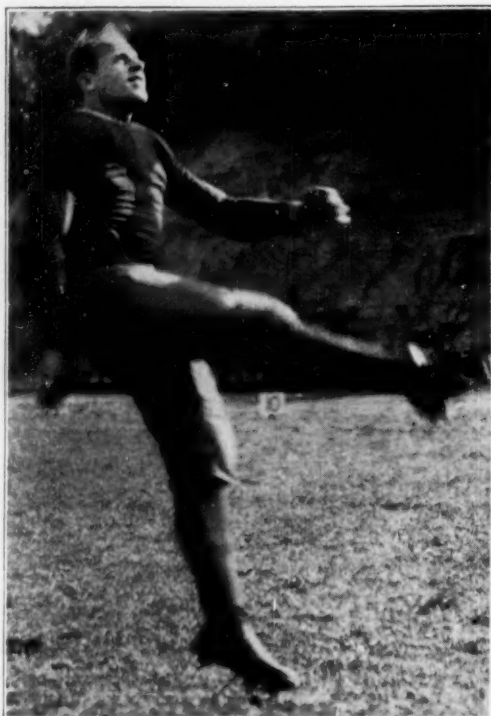
**Sergeant Raymond F. Gotko, U.S.M.C.**  
Fullback; height, 5 feet 10 inches; weight, 164 pounds. Played with All-Marine Eleven, 1929 and 1930.



**Sergeant Clyde L. DeRoo, U.S.M.C.**  
Center on All-Marine Eleven 1927 and 1928; height, 6 feet 1 inch; weight, 183 pounds. Born at Atkinson, Ill.; played two years with Memphis, Tenn., High School Team.

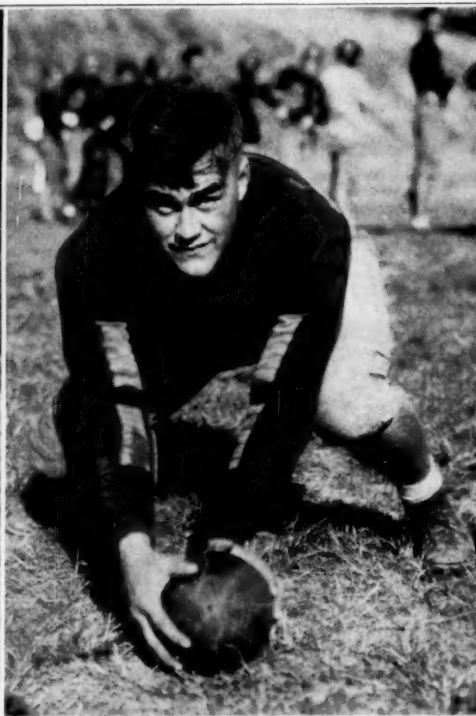


**Corporal Cornelius F. Long, U.S.M.C.**  
Halfback, All-Marines 1928, 1929 and 1930. Height, 5 feet 8 inches; weight, 168 pounds. Born in New York, played with Abington, Pa., High School 1922 to 1924, and with Parris Island Marines in 1927.



**Corporal G. A. Robertson**

Halfback, Quantico Marines, 1932. Height, 6 feet; weight, 185; age, 22. Born at Winthrop, Mass. Played three years with Winthrop High School, and two years with All-Marines. A strong and dependable kicker.



**Private O. W. Hostad**

Center, Quantico Marines, 1932. Height, 5 feet 9 inches; weight, 208; age, 22. Born at Owatonna, Minn. Played four years with Owatonna High School, and two years with Quantico Marines. Fast and quick in spite of his weight, and possessed with the Pep and Vim to justify his nickname of "Pepper-Pot."



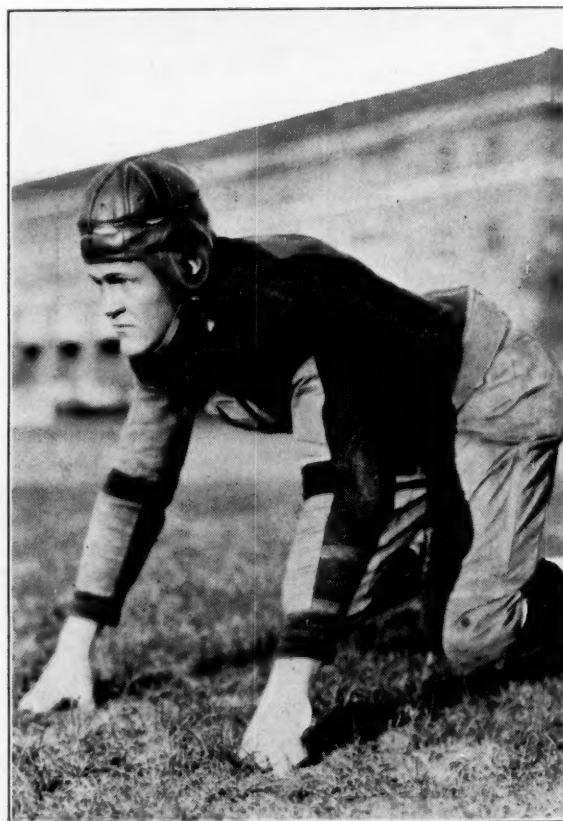
**Private John H. Farrell**

End, Quantico Marines, 1932. Height, 5 feet 8 inches; weight, 156; age, 22. Born at Rahway, N. J. Played two years with Rahway High School, and two years with Quantico Marines. A hard-fighting, spirited player, fast and sure.



**Sergeant James Levey, U.S.M.C.**

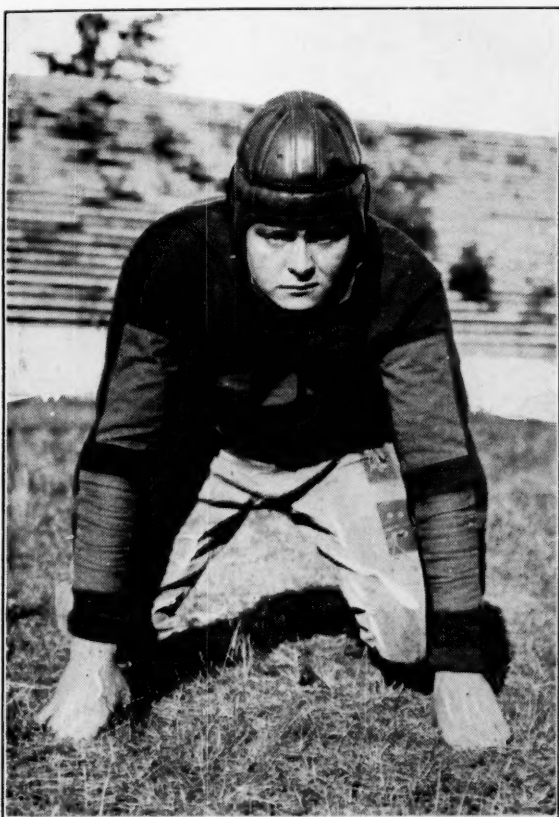
Halfback; height, 5 feet 9 inches; weight, 143 pounds. Born at Pittsburgh, Pa., and played on High School Team there and at South Carolina College. Four years with the All-Marine Eleven, from 1926 to 1929, a star in every game. He is now playing professional baseball with the Southern League.



**Corporal Gomer T. Sniveley, U.S.M.C.**

Tackle on All-Marine Eleven 1928, 1929 and 1930; height, 6 feet; weight, 203 pounds.





**Lieutenant Louis C. Plain, U.S.M.C.**

Tackle on All-Marine Eleven 1929 and 1930. Born at Cleveland, Ohio, 1904. Three years at Technical High School, Cleveland, and one year at Pennsylvania State College.



**Corporal John D. Dashiell, U.S.M.C.**

Quarterback and halfback on the All-Marine Eleven in 1928 and 1929. Born at Jewett, Texas, 1909 and joined the Marines in 1928. Height, 5 feet 7 inches; weight, 160 pounds.



**Corporal Lincoln Hart, U.S.M.C.**

Born at Portland, Oregon, 1907. Height, 6 feet; weight, 170 pounds. Played halfback on All-Marine Team 1927 and 1928. Before joining the Marines he played on the Santa Monica, Cal., High School Team and with the University of Southern California Team.



**Lieutenant Frank G. Dailey, U.S.M.C.**

Played halfback on the All-Marines Team in 1927 and 1928. Height, 6 feet; weight, 163 pounds. Born at Lincoln, Neb., 1904. Played three years on the University of Nebraska Eleven.





**The President's Cup**

Presented by President Coolidge by Deed of Gift, dated October 18, 1924, to be contested for annually by Football Teams of the Army, the Navy and the Marine Corps.

## THE WHITE HOUSE

WASHINGTON

October 18, 1924.

*DEED OF GIFT*

I, Calvin Coolidge, President of the United States of America, in the interest of good clean healthy recreation for the people of the entire country and to encourage and stimulate athletics among the enlisted men of the Services, do hereby offer this cup, to be known as the "President's Cup" for contest between football teams of the Army and Navy, from units or subdivisions of forces, under such terms as the Secretary of War and the Secretary of the Navy may determine: Provided, however, that the teams shall be composed of enlisted men and officers in about the same proportion as are officers and enlisted men in the services.

I desire to mention the great benefits to mind and body that result from participation in good clean wholesome sport. The United States has fostered sports—manlike contests from the time of the birth of the Nation, and I know no better way to give to the people a true example of sport in its best form than to offer such a cup as this for a trophy to be contested for by the Army and Navy.

CALVIN COOLIDGE.

## THE WHITE HOUSE

WASHINGTON

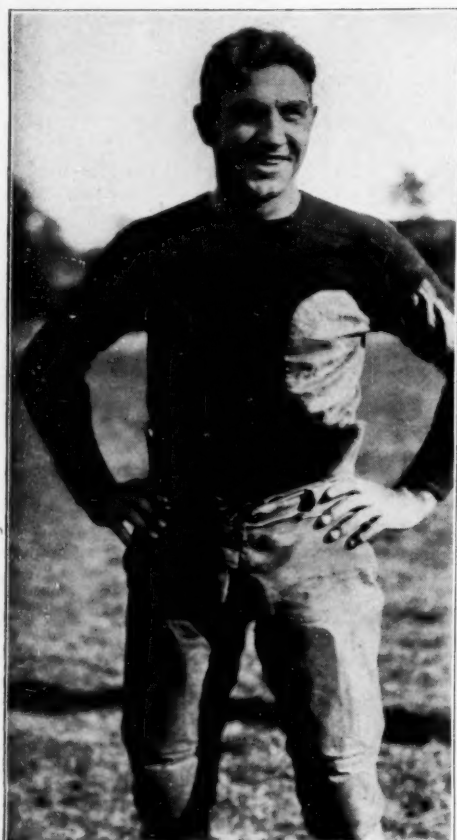
April 10, 1925.

Hereafter, the "President's Cup" awarded October 18, 1924, will be contested for annually by football teams representing the Army, the Navy and the Marine Corps.

(signed) CALVIN COOLIDGE.

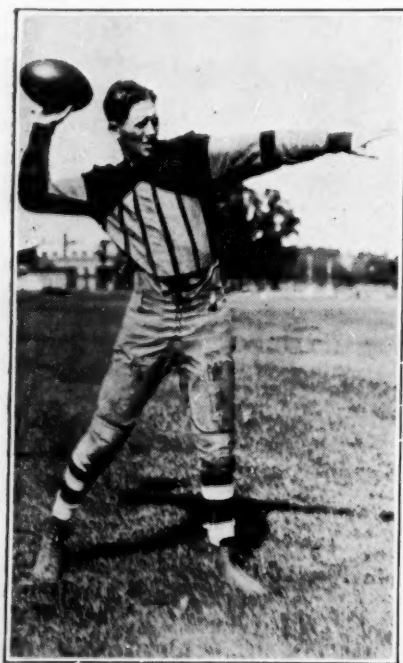
To the Secretary of War.





**Lieutenant David F. O'Neil**

Fullback, Quantico, 1932; height, 5 feet 10 inches; weight, 155; age 27. Born at Huntsville, Ala. Played three years with Huntsville High School, three years on U. S. Naval Academy 'Varsity Team, and four years with the All-Marine Team. He is an outstanding fullback where his defensive work is a main feature of the game.



**Levey Starting a Pass in 1928**



**Lieutenant Paul Moret**

End; height, 6 feet; weight, 175 pounds; age, 25. Born at Jackson, Michigan. Played three years with Jackson High School, three years on U. S. Naval Academy 'Varsity Team. Playing with Quantico Marines, 1932. Very dependable as forward pass receiver.



**Lieutenant Alan Shapeley, U.S.M.C.**

Star quarterback; height, 6 feet; weight, 185 pounds. Born at San Francisco, Cal., where he played at High School. For four years a brilliant player with the Naval Academy Eleven and from 1927 to 1929 with the All-Marine Eleven.



President's Cup Game, 1925

Above—Mrs. Coolidge presenting the President's Cup to Lieutenant Thomas Jackson McQuade of the All-Marine Team following the Marines' victory over the Army when the Sea-soldiers won by a score of 20 to 0.

President's Cup Game, 1927

Left—President Coolidge presenting the President's Cup to Sergeant Richard Duncan, captain of the All-Marine Team, after the Marines had defeated the Army by a score of 14 to 0.

SCHEDULE AND SCORES QUANTICO MARINES  
1921-1924

1921			
Oct. 22	MARINES 21	Naval Air, Hampton Roads	0
Oct. 29	MARINES 21	Baltimore Professionals	0
Nov. 5	MARINES 20	V. M. I. 2d Team	0
Nov. 12	MARINES 28	Dreadnaughts, Alexandria	7
Nov. 19	MARINES 21	George Washington Univ.	0
Nov. 25	MARINES 33	Naval Op. Base Hampton Rds.	0
Dec. 3	MARINES 20	3d Corps Area U. S. Army	0
1922			
Oct. 14	MARINES 21	Gallaudet College	0
Oct. 20	MARINES 36	Parris Island Marines	0
Oct. 27	MARINES 13	Tanks, Camp Meade, U.S.A.	0
Nov. 4	MARINES 9	Georgetown University	6
Nov. 11	MARINES 9	Submarine Base, New London	0
Nov. 18	MARINES 39	Mt. Washington Club, Balto.	2
Nov. 25	MARINES 38	Richmond Blues	6
Dec. 2	MARINES 13	3d Corps Area U. S. Army	12
1923			
Sept. 22	MARINES 0	V. M. I.	6
Sept. 29	MARINES 40	Washington College	0
Oct. 6	MARINES 14	Georgetown University	3
Oct. 13	MARINES 39	Villanova	0
Oct. 20	MARINES 19	Catholic University	0
Nov. 3	MARINES 14	Dickinson College	0
Nov. 10	MARINES 6	University of Michigan	26
Nov. 17	MARINES 14	Haskell Indians	14
Dec. 1	MARINES 7	3d Corps Area U. S. Army	0
1924			
Oct. 4	MARINES 33	Catholic University	0
Oct. 11	MARINES 13	Vanderbilt	13
Oct. 18	MARINES 6	Georgetown	0
Nov. 1	MARINES 39	Fort Benning	0
Nov. 4	MARINES 14	Dickinson	0
Nov. 15	MARINES 28	U. Detroit	0
Nov. 22	MARINES 3	Carnegie Tech	0
Dec. 6	MARINES 47	3d Corps Area U. S. Army	0

## SCHEDULE AND SCORES ALL-MARINES 1925-1930

1925			
Oct. 3	MARINES 0	John Carroll	0
Oct. 10	MARINES 35	King College	0
Oct. 17	MARINES 0	Canisius	3
Oct. 24	MARINES 0	Detroit U.	6
Nov. 7	MARINES 13	West Va. Wesleyan	0
Nov. 11	MARINES 47	Hampton Roads	0
Nov. 14	MARINES 7	Tenn. Doctors	0
Nov. 21	MARINES 20	U. S. Army	0
Nov. 26	MARINES 0	Georgetown	18
1926			
Sept. 25	MARINES 24	U. of New Hampshire	0
Oct. 2	MARINES 27	King College	7
Oct. 9	MARINES 11	St. Xavier	27
Oct. 16	MARINES 13	Lehigh Univ.	0
Oct. 23	MARINES 20	Catholic U.	7
Oct. 30	MARINES 34	Providence Coll.	0
Nov. 2	MARINES 6	Canisius Coll.	0
Nov. 6	MARINES 7	John Carroll U.	14
Nov. 11	MARINES 41	Temple University	12
Nov. 13	MARINES 24	U. of Detroit	7
Nov. 20	MARINES 27	U. S. Army	7
Nov. 25	MARINES 14	Washington U.	0
Nov. 27	MARINES 2	U. of Dayton	6
1927			
Oct. 1	MARINES 64	Washington College	0
Oct. 8	MARINES 32	St. Bonaventure	0
Oct. 15	MARINES 20	William & Mary	14
Oct. 22	MARINES 6	U. of Dayton	0
Oct. 29	MARINES 33	Catholic U.	13
Nov. 5	MARINES 14	St. Xavier	13
Nov. 11	MARINES 39	Wake Forest Coll.	10
Nov. 19	MARINES 14	U. S. Army	0
Nov. 26	MARINES 19	SOUTHWESTERN	0
Dec. 3	MARINES 6	Loyola	0

## 1928

Oct. 6.....	MARINES	21.....	U. S. Coast Guard	0
Oct. 13.....	MARINES	7.....	St. Bonaventure	0
Oct. 20.....	MARINES	12.....	Davis & Elkins	12
Oct. 27.....	MARINES	6.....	St. Xavier	0
Nov. 10.....	MARINES	51.....	Wash. College	0
Nov. 17.....	MARINES	13.....	Loyola (Chicago)	6
Nov. 24.....	MARINES	31.....	Lebanon Valley	0
Nov. 29.....	MARINES	7.....	Univ. of Dayton	0
Dec. 1.....	MARINES	0.....	U. S. Navy	10
Dec. 8.....	MARINES	14.....	Loyola (New Orleans)	13

## 1929

Oct. 12.....	MARINES	7.....	New River State	0
Oct. 19.....	MARINES	0.....	Davis & Elkins	38
Oct. 26.....	MARINES	7.....	St. Xavier	14
Nov. 2.....	MARINES	19.....	U. S. Coast Guard	0
Nov. 16.....	MARINES	7.....	Univ. of Dayton	6
Nov. 23.....	MARINES	7.....	Lebanon Valley	19

## 1930

Sept. 19.....	MARINES	14.....	John Carroll Univ.	0
Oct. 4.....	MARINES	28.....	Wash. College	0
Oct. 6.....	MARINES	7.....	Boston College	13
Oct. 18.....	MARINES	33.....	Atlantic Univ.	0
Oct. 24.....	MARINES	7.....	Lebanon Valley	0
Nov. 1.....	MARINES	0.....	Western Md.	20
Nov. 11.....	MARINES	0.....	Citadel	0
Nov. 15.....	MARINES	3.....	Rider College	0
Dec. 6.....	MARINES	7.....	U. S. Coast Guard	0

SCHEDULE AND SCORES QUANTICO MARINES  
1931-1932

## 1931

Sept. 19.....	MARINES	32.....	Navy Apprentice School	0
Oct. 2.....	MARINES	14.....	St. Thomas College	7
Oct. 11.....	MARINES	0.....	Langley Field	0
Oct. 16.....	MARINES	18.....	Campbell College	0
Oct. 21.....	MARINES	74.....	Fort Dupont	6
Oct. 24.....	MARINES	57.....	Baltimore Firemen	6
Nov. 1.....	MARINES	41.....	Carlisle Barracks	0
Nov. 6.....	MARINES	18.....	Gallaudet College	12
Nov. 11.....	MARINES	0.....	American Legion, Phila.	14
Nov. 21.....	MARINES	0.....	Davis-Elkins	7
Nov. 26.....	MARINES	13.....	John Carroll College	0
Dec. 5.....	MARINES	6.....	U. S. Coast Guard	13

## 1932

Oct. 2.....	MARINES	6.....	128th Field Artil., Mo. N. G.	18
Oct. 7.....	MARINES	21.....	Dayton University	14
Oct. 14.....	MARINES	40.....	Louisburg College	0
Oct. 22.....	MARINES	6.....	New River State College	6
Oct. 29.....	MARINES	6.....	Davis and Elkins	27
Nov. 5.....	MARINES	25.....	Baltimore Firemen	12
Nov. 11.....	MARINES	.....	American Legion, Phila.	.....
Nov. 23.....	MARINES	.....	Langley Field, U.S.A.	.....
Nov. 24.....	MARINES	.....	Carlisle Barracks, U.S.A.	.....
Nov. 26.....	MARINES	.....	Swanee Athletic Club	.....
Dec. 3.....	MARINES	.....	Amer. Legion, Richmond, Va.	.....



Sergeant Major Jiggs

Famous mascot of the Quantico Marines. Jiggs was born at Philadelphia in May, 1921, the son of the famous Rob Roy. He joined the Marines at Quantico October 14, 1922, and faithfully followed the Football Team until his death on January 9, 1927. During his service with the Marines he traveled over 100,000 miles with the Marine Football and Baseball Teams and was well known throughout the country from frequent publications of his pictures in the press of America. After his death his place as Mascot of the Marines was taken up by "Private Padgett," an English bulldog of fine pedigree, presented to the U. S. Marines by the officers and enlisted men of the Royal Marines of Great Britain. "Private Padgett" arrived at New York on June 27, 1927, via the S. S. *Leviathan* and journeyed to Washington escorted by a guard of Marines, being received at the Navy Department by the Secretary of the Navy and Major General Commandant of the Marine Corps and then transferred to Quantico. In 1929 he passed on to his last reward and his son now rules at Quantico as the Mascot of the Marines.



# The Sixth Marine Reserve Brigade 1932 Encampment as Seen by a Regular

BY LIEUTENANT JAMES S. MONAHAN, U. S. M. C.

■ For a number of years I have had a fairly good idea of the Marine Corps Reserve, that is to say from a theoretical standpoint. Like a great many other regular Marine Corps officers, who have not had an opportunity to observe first hand the actual workings of Reserve units, I had, for no good reason at all, formed several definite opinions about Reserve organizations. One of my opinions had to do with Reserve encampments. I had the idea that a Marine Corps Reserve camp of two weeks' duration could not possibly produce any actual results which would ever be particularly beneficial to the Marine Corps. To my way of thinking a Reserve camp could only be a sojourn—"a joy ride"—so to speak. Then, "home again" and a year of comparative inactivity.

During the past year I became acquainted with several of the officers of the Sixth Marine Reserve Brigade. Without exception these officers proved to be splendid material, clean cut and straight thinking, and above all intensely interested in their avocation and in the welfare of their own organization and apparently the Marine Corps. This display of interest in the service that I had selected as my life work prompted me to do some investigating. I found that the Sixth Brigade officers, many of them lawyers, doctors, engineers, architects, and business executives, were going to their armory at least one or more nights each week, year in and year out. These officers were going to their armory, not for social purposes, as I soon discovered, but they were going there either to instruct their men, or for the purpose of attending lectures or otherwise getting information of a nature which would improve them in the profession of arms.

Although still skeptical, my findings created a distinct doubt in my mind as to the correctness of some of my biased opinions concerning Reserve Activities. Motivated by a desire to get as many facts as were obtainable, and first hand if possible, before passing final judgment, I made up my mind to attend the Sixth Marine Reserve Brigade 1932 encampment—to beard the lion in his den, if arrangements could be made. After being assured by Lieut. Col. Staley, who, in addition to his other duties at Marine Corps Headquarters, is also Commanding Officer of the Sixth Marine Reserve Brigade, that my presence at camp would be entirely welcome, I secured permission from the Major General Commandant and proceeded to Camp Pollard, Virginia Beach, at my own expense for my personal enlightenment. My status while at Camp Pollard was that of "Unofficial Observer."

Upon arrival at Camp Pollard on the afternoon of Sunday, August 22, I found the advance parties busily engaged in scrubbing mess shacks, moving canvas and otherwise preparing for the arrival of the Brigade. The whole place had an air of great activity. I had not been in camp very long before Quartermaster Clerk Montie M. Jacobs took me in tow and saw to it that all of my immediate wants and needs were well taken care of. I was assigned to a tent and generally

made comfortable. It was good to be under canvas again with Marines, and in spite of the determined attacks of Virginia mosquitos I spent a very restful first night.

I arose early Monday morning and after a hearty breakfast, typically Marine, we all stood by for the arrival of the main body. The train bearing the Brigade pulled into the siding near camp about 8:00 A. M., and almost immediately detraining started in an orderly, military fashion. The different companies and organizations fell in at previously designated places and marched off to camp in a surprisingly short time. In spite of a night spent aboard a crowded ship the Sixth Brigade, led by their band, presented a very good appearance. All organizations were soon in their designated areas and without any delay or confusion whatsoever the work of getting squared away and shaken down commenced. Trucks could be seen here and there delivering baggage, men carrying mattresses, distributing cots to tents, etc. Soon after arrival of the Brigade the whole camp had taken on a very business like air, everyone busily engaged, without shouted commands or other unnecessary noise. By the middle of the afternoon the companies scheduled to go on the range the following day could be seen assembled in advantageous spots going through position and sighting in drills and receiving other last minute instructions from their company commanders and gunnery sergeants. By nightfall anyone would have thought that the Sixth Brigade had been in Camp Pollard for several days.

On Tuesday morning, bright and early, the First Battalion of the 23rd Marines moved out of camp and marched to the rifle range, situated about a mile from the camp site. The rifle range used by the Sixth Brigade is the property of the Virginia National Guard. Captain F. R. Geraci, commanding the Brigade Range Detachment, had devised a very unique sub-caliber target arrangement. The targets were arranged on posts permitting men to fire the complete course without stopping to make replacements. I afterwards found that time is one of the most precious items at a well conducted Marine Reserve camp. Relays were formed without delay and actual firing started about 6:30 A. M. The entire day was devoted to firing the sub-caliber course. The next day, Wednesday, all men who had qualified on the sub-caliber course were permitted to fire the 200 yard .30 caliber course.

Observation clearly revealed that more experienced range coaches are needed. In many instances men serving as range coaches were more of a hinderance than a help because they did not know how to look for and to correct faults. Fundamental principles of marksmanship including positions, trigger squeeze, aiming, breathing, windage, square rule, etc., could and should be given in the armory before going to camp. Men should also be encouraged to fire the indoor sub-caliber course

before going to camp in order to further conserve time. Taking into consideration the extremely bad morning light, the greatly inexperienced coaching and other obstacles encountered, the range results were very gratifying. Given below are percentages of qualification for the Brigade:

SUB-CALIBER	63.5% Qualified
CALIBER .30	71. % Qualified

Leaving the range and returning to camp I found all other units busily engaged in close order drill. Even an inexperienced drill master could easily pick out flaws, a few of which were ragged step, pieces improperly held, etc., etc. However, close observation quickly revealed an underlying individual interest and spirit, the fact that close attention was being paid to instructions. Almost without exception every man in ranks was putting everything he had into the drills, doing his dead level best to carry out commands properly. At no time did I see that "Let's do it and get it over with" attitude so often present on the drill field. Unfortunately I was unable to be present at the competitive drills, held on the afternoon of Friday, September 2nd, but I have been reliably informed by some of the members of the Official Board that all competing units made a very creditable showing. The company drill competition was won by Company "E" (403rd Co.), commanded by Captain Michael J. Kelly. After returning from camp one of the official observers remarked to me that Captain Kelly's company which is composed of E H S Cadets could give good account of itself in fast company insofar as close order drill is concerned.

The Sixth Marine Reserve Brigade Band is, to the best of my knowledge, something new in Marine Corps Reserve units. I have been reliably informed that the bandmen were, for the most part, recruited from local orchestra pits. Although accomplished musicians most of the bandmen, prior to camp, were almost entirely without military band experience. The obstacles overcome by the bandmen were, without doubt, greater than those overcome by any other group in camp. It was necessary for most of the bandmen to start at the very beginning; they had to learn drill commands; they had to learn to march and play at the same time; they had to learn how to start and stop playing on whistle signal, etc., etc. But with the same spirit of determination that everyone else had, the members of the band tackled the problem at hand. On the first day devoted to drill, Tuesday, I watched one of the most gruelling drills that I have ever witnessed. Some of the antics performed by the bandmen, in their efforts to obey commands, were highly amusing. At the end of that drill period I had just about reached the conclusion that making a military band out of material at hand was almost a hopeless task—and judging from some of the remarks and actions of Lieutenant Brusiloff and the Drum Major, they too were of about the same opinion. Daily observation revealed the fact that the band was beginning to take on the appearance of a military organization, but it was not until I saw the band on parade at the Washington Monument grounds on the afternoon of Sunday, September 4th, in a downpour of rain, that I realized how much progress had been made. The progress made in two weeks was amazing. One would hardly have recognized the band on parade in Washington as the same organization which went to camp

with the Sixth Brigade. The lines were perfect, the men walked with a springy military step and generally acquitted themselves like veteran Marine bandmen. The Sixth Marine Reserve Brigade is indeed fortunate in having secured the services of the talented, dynamic, personable and accomplished young musician, Brusiloff. If given the proper support, it is my prediction that Lieutenant Brusiloff will develop a band that the Sixth Brigade can well be proud of.

Judging from the manner in which all of the messes were conducted, the quality and quantity of food cooked and served, it was quite evident that someone appreciated the fact that food, good food and plenty of it, is a matter of vital interest and importance to every soldier. The Officers' Mess, under the competent direction of Lieutenant Lucas, consisted of one large mess, seated according to rank, and wardroom custom. Breakfast and luncheon were informal, while the evening meal was formal. Without exception the meals were well balanced and properly served. The food was excellent and well cooked. The meals were thoroughly enjoyed by all hands in spite of the fact that officers had to be quick change artists in order to shift uniforms on evening when parades were scheduled.

I made it a point to closely inspect, at random, enlisted messes. As a matter of fact I sat down and ate with the men on several occasions. The messes that I witnessed and participated in were exceptionally well run. They were very clean considering the permanent equipment that the men had to work with. Captain R. T. Whyte deserves a great deal of credit. Commander Knowlton's "Red shirt-tail," as he calls it, known in Navy circles as an Efficiency Pennant, was something new to me. It was the first time that I had ever seen one used in connection with Marine Corps camp messes. The pennant stimulated competition between the messes, it kept mess sergeants on their toes, constantly thinking of ways and means to win. Before camp was over messmen and mess sergeants were dressed like Ritz-Carlton chefs on parade—white trousers, caps and shirts.

The medical organization, under the very efficient and capable direction of Lieutenant Commander Don S. Knowlton, was one of the greatest surprises that I encountered while in camp. Both the 20th and 23rd Regiments have Field Hospitals, and while in camp they were very much in evidence. Inspection of the Field Hospitals revealed that they were equipped to take care of almost any situation that might arise from the binding up of sore feet to the performance of usual surgical operations. The Sixth Brigade owns two motor ambulances, paid for out of the personal Brigade funds. The officers of the medical detachments are Naval Reserve officers attached, but while in camp they wore Marine uniforms and could not be distinguished from the Marine Reserve and Marine Corps officers present. The corpsmen are all enlisted in the Marine Corps Reserve. In addition to administering the medical treatment required by nearly a thousand men, the medical units underwent a very strenuous course of training, including lectures in medical and related subjects, litter drills, close order drills, tent pitching, etc. The medical units also participated in two overnight training problems, including a forced march, overnight bivouac and return to camp by reveille the next morning. During the camp, medical officers gave lectures and practical instructions to



each battalion in Camp Sanitation, Personal Hygiene, etc.

Situated by the ocean, near Virginia Beach, Camp Pollard presented unusual opportunities for recreation. All hands had free run of the boardwalk, beaches and amusements during liberty hours. Everyone took advantage of the facilities at hand and apparently had an enjoyable time. In order that the men might mingle with civilian visitors to Virginia Beach, busses were on hand each afternoon for the purpose of taking swimming parties, officers and men alike, to the beach located at the foot of 17th Street. No fares were charged, the expense for the busses being paid out of Brigade funds.

I was particularly well impressed with the neat military appearance of the enlisted men at all times, and particularly while on liberty. Military courtesies were properly rendered in a cheerful military fashion. I have been reliably informed that a great many of the enlisted personnel are high school and college graduates. My observation is that the average man in the Sixth Marine Reserve Brigade measures up to the high mental and moral standard always exacted by the Marine Corps. If there are any undesirables in the Sixth Brigade I failed to see them.

The success of any organization, civilian or military, is directly proportional to the abilities of the men charged with the responsibilities of administering its affairs. Close observation of the officers of the Sixth Brigade, in camp assembled, revealed them to be men of excellent caliber. Many of the officers have seen service as officers in the Army, Navy, or Marine Corps, some of them were in action during the World War. In civilian life many of the officers are doctors, lawyers, engineers, architects, business executives, etc., many having attained quite prominent positions in their respective fields. Successful business men are essential to the advancement of any reserve organization, particularly during peace times. However, there are few men among the commissioned personnel who have not made any signal achievements in civil life, and they are excellent officers. They are born leaders of men, endowed with plenty of intestinal fortitude and I venture to predict that they would give more than good account of themselves under combat conditions. They are men imbued with the real esprit de corps; men whom I would not hesitate to follow in battle should the occasion arise. Even under the splendid leadership and organizing skill of Lieut. Col. Staley, the Sixth Marine Reserve Brigade would not be the efficient command that it is today had it not been for the untiring efforts of his splendid officers.

Among the non-commissioned officer personnel I found a great many ex-Marines—many more than I had expected to find. Some of the non-commissioned officers were old time Marine sergeants and first-sergeants. A number of the non-commissioned officers that I observed would make splendid officers in the event of a major mobilization. On several occasions, during my travels about camp, I made it a point to stop and listen to non-commissioned officers giving instructions to men under them. Almost without exception they knew what they were talking about and were presenting their subjects in good old Marine Corps fashion, with now and then a little strong language for men who failed to pay strict attention.

Space does not permit me to go into any great detail concerning the athletic program but this article would be incomplete without a few remarks. The smokers and games were well arranged and conducted. The sportsmanship was entirely above reproach, exactly what you expect to find at any Marine sporting event. On several occasions Lieut. Brusiloff and his boys livened things up at the bouts when interest was lagging.

On account of other duties it was necessary for me to return to Washington before the breaking of camp but I was on the side lines watching when the Sixth Brigade disembarked on the morning of September 4th. Had it not been for the fact that I was acquainted with so many of the men personally I would not have recognized the outfit as the same one that arrived in Camp Pollard on August 22nd. The men were bronzed, they marched with a lively springy step, heads were up, pieces were properly held, and eyes were straight to the front although friends and families were on the side lines to greet them. At 6:00 P. M. the same day the Brigade put on a parade at the Washington Monument grounds. In spite of the downpour of rain and a sea of mud the various units passed the reviewing stands like veterans.

One thing that impressed me particularly was the fact that a training schedule was carefully mapped out before going to camp and then closely adhered to thereafter. In order that my readers may have some idea of what the schedule consisted, below is a reprint of the Daily Routine, and the training schedule for one day. The training schedule for every other day was just as well filled as the one given below.

### SIXTH MARINE RESERVE BRIGADE

#### Camp Pollard, Virginia Beach, Virginia

August 21 to September 3, 1932

#### DAILY ROUTINE

4.45 A. M.	Call Cooks	} SUNDAY 45 minutes later
5.00 A. M.	First Call	
5.35 A. M.	Band Call	
5.40 A. M.	Reveille	
6.00 A. M.	Assembly	
6.05 A. M.	Turn to—Police camp	
6.55 A. M.	Mess Gear.	
7.00 A. M.	Mess—Breakfast.	
7.30 A. M.	Sick Call—SUNDAY, 15 minutes later.	
7.50 A. M.	Troop—Brigade less organizations on range, medical and Special Troops, will be formed on Brigade Parade. Company Commanders will inspect under supervision of Battalion Commanders.	
8.00 A. M.	Colors.	
8.10 A. M.	Guard Mounting—First Call.	
8.10 A. M.	Drill Call.	
8.20 A. M.	Guard Mounting—Adjutant's Call.	
9.00 A. M.	Rest Period.	
9.15 A. M.	Drill Call.	
10.00 A. M.	Rest Period.	
10.15 A. M.	Drill.	
11.15 A. M.	Recall from Drill.	
11.30 A. M.	Mail Call.	
11.55 A. M.	Mess Gear.	
12.00 Noon	Mess (Chow bumps).	
12.55 P. M.	First Call for Drill.	
1.00 P. M.	Officers Call—Drill and conference period.	
1.30 P. M.	Recall.	
1.40 P. M.	Drill Call.	
2.30 P. M.	Recall.	
2.45 P. M.	Drill.	
3.30 P. M.	Recall.	
4.00 P. M.	Sick Call.	



- 4.00 P. M. Liberty—Unless duty requires remaining in camp.
- 5.25 P. M. Mess Gear.
- 5.30 P. M. Mess Call (Chow bumps).
- 6.10 P. M. Parade—First call (when ordered). See Training Schedule.
- 6.15 P. M. Assembly—For Parade (when ordered). See Training Schedule.
- 6.25 P. M. Adjutant's Call—For Parade (when ordered). See Training Schedule.
- 7.30 P. M. Entertainment—Boxing, etc., as arranged.
- 10.00 P. M. Tattoo.
- 10.45 P. M. Call to Quarters.
- 11.00 P. M. Taps.
- NOTE: (a) Unless otherwise ordered liberty will expire at taps.
- (b) Liberty will not be granted Monday, August 22, 1932.

### TRAINING SCHEDULE— SIXTH MARINE RESERVE BRIGADE

Friday, August 26th, 1932

- 6.00 A. M. Rifle Range, 2nd Bn., 23 Regt. Motor Transport Company. See instructions previously given for range.
- 7.50 A. M. Troop.
- 8.00 A. M. Colors.
- 8.10 A. M. (a) Formal Guard Mounting—Company "C," 20th Regt.
- (b) Drill, 1st Bn., 20th Regt.; 2nd Bn., 20th Regt. Close Order Drill by companies. Manual of Arms, etc. Individual instruction for those that require it. "Boot" squad may be formed by the Battalion Commander.
- (c) Guidon Drill.
- 1st Bn., 23rd Regt. Same as above.
- 9.00 A. M. Recall. Rest.
- 9.15 A. M. 1st Bn., 20th Regt.; 2nd Bn., 20th Regt. Platoon Drill, extended order, deployments. Chapters 13 and 14, Pages 87 to 98 and 99, T. & T. Inf.
- 1st Bn., 23rd Regt. Squad and extended order. Chapter 9, Pages 61 and 62 to 68, T. & T. Inf.
- 10.00 A. M. Recall.
- 10.15 A. M. 1st Bn., 20th Regt.; 2nd Bn., 20th Regt. Platoon Drill, extended order, squad columns. Chapter 14, Pages 100 to 104, T. & T. Inf.
- 1st Bn., 23rd Regt. Squad in extended order. Chapter 9, Pages 61 and 62 to 68, T. & T. Inf.
- 11.15 A. M. Recall.
- 12.00 Noon Mess. Dinner.
- 2nd Bn., 23rd Regt. will leave camp in time to begin firing at 1.00 p. m.
- 12.55 P. M. Assembly.
- 1.00 P. M. (a) Officers' Call. Assemble at Brigade Headquarters for instruction, critique and class.
- (b) Drill. Companies unless otherwise assigned clean and polish rifles. Instruction care of Rifles, by First Sergeants and Gunnery Sergeants.
- (c) Lecture—Camp Sanitation—Brigade Special Troops, Band, by Medical Officer.
- 1.30 P. M. Drill. 1st Bn., 20th Regt. and 2nd Bn., 20th Regt. Section Columns. Chapter 15, Pages 104 and 105 to 110 and 111, T. & T. Inf.
- Drill. 1st Bn., 23rd Regt. Platoon Drill, extended order, squad column. Chapter 14, Pages 100 to 104, T. & T. Inf.
- 2.15 P. M. Recall.
- 2.25 P. M. Close Order Drill. Companies 20th and 23rd Regiments.
- 3.10 P. M. Recall.
- 6.05 P. M. First Call. Parade.
- 6.15 P. M. Assembly.
- 6.25 P. M. Adjutant's Call.

I have reached the definite conclusion that the iSxth Marine Reserve Brigade is an efficient organization. It is an outfit deserving of the support of the Marine Corps and the citizens of the country. The time has come when the Brigade should have an armory, sufficiently large and well enough equipped to carry out a more extensive educational program during the "at home" period. I sincerely hope that the organization will continue to grow and that the quality of the officers and men will be kept to the present high standard.

The results and benefits derived from the two weeks in camp were distinctly beneficial, not only to the participants, but to the Marine Corps at large.

## NOTICE

IN the files of the Marine Corps Association at the Headquarters of the Marine Corps the following numbers of the Marine Corps Gazette are missing:

SEPTEMBER, 1916.

MARCH, 1917.

DECEMBER, 1916.

SEPTEMBER, 1918.

The Association will be pleased to receive any of the above-mentioned numbers of the Gazette which members may have in their possession and desire to contribute to the Association to complete the files.

For the first of each of these numbers received the sum of \$5.00 will be paid.

Communications regarding this subject are requested by the Editor, Marine Corps Gazette, Headquarters Marine Corps, Washington, D. C.

# Roster U. S. Marine Corps Reserve Officers

CORRECTED TO OCTOBER 1, 1932

This Roster of the Officers of the Marine Corps Reserve gives according to rank the name, address and assigned station of each officer in the Reserves on October 1, 1932.

- |   |  |   |
|---|--|---|
| Col. John J. Dooley,<br>10 Bayard Street,<br>Larchmont, N. Y.<br>Eastern Reserve Area.                  | Maj. William R. Coyle,<br>47 E. Church St.,<br>Bethlehem, Pa.<br>Eastern Reserve Area.                                       | Major Donald T. Winder,<br>129 South Scoville Ave.,<br>Oak Park, Ill.<br>Comdg. 1st Bn., 24th Reserve Marines.                  |
| Lt. Col. William G. Fay,<br>Mulberry Fields,<br>Leonardtown, Md.<br>Eastern Reserve Area.               | Maj. John D. Macklin,<br>Hemlock, Ohio.<br>Central Reserve Area.   | Maj. Vincent E. Stack,<br>2126 Connecticut Ave.,<br>Washington, D. C.<br>Comdg. 2d Bn., 20th Reserve Marines,<br>Sixth Brigade. |
| Lt. Col. James F. Rorke,<br>431 56th St.,<br>Brooklyn, N. Y.<br>Comdg. 19th Res. Marines.               | Major Sydney D. Sugar,<br>Room 1403, 395 Broadway,<br>New York City.<br>Eastern Reserve Area.                                | Major Lucian H. Vandoren,<br>Southern Bldg.,<br>Washington, D. C.<br>Comdg. 2nd Bn., 23rd Res. Marines,<br>Sixth Brigade.       |
| Lt. Col. Joseph J. Staley,<br>Room 3012, Navy Building.<br>Comdg. 6th Marine Reserve Brigade.           | Maj. Carroll F. Byrd,<br>Willows, Calif.<br>Western Reserve Area.  | Maj. Iven C. Stickney,<br>1961 Wellesley Drive,<br>Toledo, Ohio.<br>Comdg. 2nd Bn., 24th Res. Marines.                          |
| Maj. Victor I. Morrison,<br>Box 94,<br>Santa Barbara, Calif.<br>Western Reserve Area.                   | Maj. Carlton Hill,<br>1524 Monadnock Bldg.,<br>Chicago, Ill.<br>Central Reserve Area.  | Capt. William H. Abrams,<br>340 Roosevelt Bldg.,<br>Los Angeles, Calif.<br>Western Reserve Area.                                |
| Maj. Littleton W. T. Waller,<br>5 Red Oak Road,<br>Wilmington, Del.<br>Eastern Reserve Area.            | Major James Wood,<br>217 Walnut St.,<br>Peekskill, N. Y.<br>Eastern Reserve Area.  | Capt. William J. Platten,<br>218 No. Oakland Ave.,<br>Green Bay, Wis.<br>Central Reserve Area.                                  |
| Maj. Charles G. Sinclair,<br>Box 642,<br>Melbourne, Fla.<br>Southern Reserve Area.                      | Maj. Melvin J. Maas,<br>P. O. Bldg.,<br>St. Paul, Minn.<br>Comdg. VO-7-MR.   | Capt. Charles F. Bielman, Jr.,<br>8777 Dexter Blvd.,<br>Detroit, Mich.<br>Central Reserve Area.                                 |
| Maj. John D. Nevin,<br>Box 253,<br>New Hope, Pa.<br>Eastern Reserve Area.                               | Maj. Howard N. Feist,<br>237 North 13th St.,<br>Philadelphia, Pa.<br>Comdg. 3rd Bn. 19th Res. Marines.                       | Capt. Durant S. Buchanan,<br>College Station, Texas.<br>Southern Reserve Area.  |
| Maj. Anthony J. D. Biddle,<br>The Berkshire, 21 E. 52nd St.,<br>New York City.<br>Eastern Reserve Area. | Maj. Chester L. Fordney,<br>608 South Dearborn St.,<br>Chicago, Ill.<br>Comdg. 24th Reserve Marines.                         | Capt. John R. Foster,<br>1009 South Main St.,<br>Benton, Ill.<br>Central Reserve Area.  |
| Maj. Samuel L. Rothapfel,<br>133 W. 50th St.,<br>New York City.<br>Eastern Reserve Area.                | Maj. Earl C. Lane,<br>4444 Greenwich Pkwy.,<br>Washington, D. C.<br>Comdg. 1st Bn., 23rd Reserve Marines,<br>Sixth Brigade.  | Capt. Fielding S. Robinson,<br>Victor Distributing Co., Candler Bldg.,<br>Baltimore, Md.<br>Eastern Reserve Area.               |
| Major George K. Shuler,<br>635 F St., N. W.,<br>Washington, D. C.<br>Eastern Reserve Area.              | Maj. Harvey L. Miller,<br>1319 F St., N. W.,<br>Washington, D. C.<br>Comdg. 1st Bn., 20th Reserve Marines,<br>Sixth Brigade. | Capt. Nimmo Old, Jr.,<br>Maxwell Road, Elderslie Pl.,<br>Richmond, Va.<br>Southern Reserve Area.                                |
| Maj. Ralph L. Schiesswohl,<br>332 Moss Ave.,<br>Peoria, Ill.<br>Central Reserve Area.                   | Maj. Charles A. Ketcham,<br>32 Columbia Ave.,<br>Hyattsville, Md.<br>Eastern Reserve Area.                                   | Capt. Frank B. Wilbur,<br>North Scituate, R. I.<br>Eastern Reserve Area.  |
| Maj. Louis F. Timmerman, Jr.,<br>430 E. 57th St.,<br>New York City.<br>Eastern Reserve Area.            | Maj. Melvin L. Krulewitch,<br>2 Lafayette St.,<br>New York, N. Y.<br>Comdg. 1st Bn., 19th Reserve Marines.                   | Capt. Bertrand T. Fay,<br>598 Broadway,<br>Albany, N. Y.<br>Eastern Reserve Area.   |
| Maj. Russell W. Duck,<br>166 Niven St.,<br>Syracuse, N. Y.<br>Eastern Reserve Area.                     | Maj. Robert C. Pitts,<br>49 Montana St., Germantown,<br>Philadelphia, Pa.<br>Comdg. 1st Bn., 21st Res. Marines,<br>(Art.)    | Capt. Stewart H. Appleby,<br>P. O. Box 1227,<br>Las Vegas, Nevada.<br>Western Reserve Area.                                     |
| Maj. David Duncan,<br>50 South Main St.,<br>Providence, R. I.<br>Eastern Reserve Area.                  | Maj. Alfred A. Watters,<br>1915 State Street,<br>New Orleans, La.<br>Comdg. 1st Bn., 22nd Reserve Marines.                   | Capt. Lucius L. Moore,<br>c/o Mountain States Tel. & Teleg. Co.,<br>Denver, Colo.<br>Central Reserve Area.                      |
| Major William M. McIlvain,<br>410 Severance Bldg.,<br>Los Angeles, Calif.<br>Western Reserve Area.      |  |   |

- Capt. George M. Goodman,  
314 West 24th St.,  
Vancouver, Wash.  
Western Reserve Area.
- Capt. Frank M. Cross,  
2631 Ensley Ave.,  
Ensley, Ala.  
Southern Reserve Area.
- Capt. Guy Lewis,  
739 H. W. Hellman Bldg.,  
Los Angeles, Calif.  
Western Reserve Area.
- Capt. Frank C. Myers,  
2525 Delmar St.,  
Oakland, Calif.  
Western Reserve Area.
- Capt. Harry G. Fortune,  
3816 Walnut St.,  
Kansas City, Mo.  
Central Reserve Area.
- Capt. Aubrey O. Loughmiller,  
Canton, Texas.  
Southern Reserve Area.
- Capt. John Ayrault, Jr.,  
495 Delaware Ave.,  
Tonowanda, N. Y.  
Eastern Reserve Area.
- Capt. Edward P. Simmonds,  
Penna. Institution for the Blind,  
64th and Malvern Ave.,  
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Eastern Reserve Area.
- Capt. Frank A. Mallen,  
76 Mamaroneck Ave.,  
White Plains, N. Y.  
Eastern Reserve Area.
- Capt. Lloyd A. Houchin,  
Camas, Washington.  
Western Reserve Area.
- Capt. Leslie R. Smith,  
2229 Cliff St.,  
San Diego, Calif.  
Western Reserve Area.
- Capt. John J. Flynn,  
525 North El Molino Street,  
Alhambra, Calif.  
Comdg. 1st Bn., 25th Res. Marines.
- Capt. Rodowe H. Abeken,  
1200 Title Guaranty Bldg.,  
St. Louis, Mo.  
Central Reserve Area.
- Capt. Alfred H. Branham,  
Murray Rubber Company,  
Trenton, N. J.  
Eastern Reserve Area.
- Capt. James McO. Wallace,  
622 Melville Avenue,  
Palo Alto, Calif.  
Western Reserve Area.
- Capt. Ralph E. Updike,  
c/o General Counsel, Bureau of Inter-  
nal Revenue,  
Washington, D. C.  
Eastern Reserve Area.
- Capt. George E. Golding,  
125 Ocean Parkway,  
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Eastern Reserve Area.
- Capt. Samuel J. Montgomery,  
Box No. 1799,  
Tulsa, Okla.  
Southern Reserve Area.
- Capt. Robert K. Ryland,  
19 W. 52nd St.,  
Kansas City, Mo.  
Central Reserve Area.
- Capt. Richard L. Dineley,  
544 Market St.,  
San Francisco, Calif.  
Western Reserve Area.
- Capt. Thomas H. Hart,  
1924 9th Avenue,  
Seattle, Wash.  
Western Reserve Area.
- Capt. Ralph Ellis,  
c/o Washington Times,  
Washington, D. C.  
Eastern Reserve Area.
- Capt. Arthur E. Lyng,  
14 Waldemar Ave.,  
Winthrop, Mass.  
Eastern Reserve Area.
- Capt. Darius T. Wool,  
535 Fifth Avenue,  
New York City.  
Eastern Reserve Area.
- Capt. George M. Hollenbeck,  
Appleton, Minn.  
Central Reserve Area.
- Capt. John W. Davis, Jr.,  
Aeronautic Trade Div.,  
Department of Commerce,  
Washington, D. C.  
Eastern Reserve Area.
- Capt. Baldwin W. Foote,  
P. O. Box 342,  
Vista, San Diego County, Calif.  
Western Reserve Area.
- Capt. Thomas Carroll,  
256 White Horse Pike,  
Audubon, N. J.  
Eastern Reserve Area.
- Capt. Edward T. Harrison,  
First National Bank,  
Redwood, Calif.  
Western Reserve Area.
- Capt. Kenneth O. Cuttle,  
Balboa, Orange County, Calif.  
Western Reserve Area.
- Capt. Albert H. Jenkins,  
12706 Griggs Ave.,  
Detroit, Mich.  
Central Reserve Area.
- Capt. Bernard W. Bierman,  
2117 Audubon St.,  
New Orleans, La.  
Southern Reserve Area.
- Capt. William A. Morrison,  
316 Montgomery Bldg.,  
Spartanburg, S. C.  
Southern Reserve Area.
- Capt. Stanley E. Wilson,  
400 South 15th St.,  
Philadelphia, Pa.  
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- Capt. M. Hubert O'Brien,  
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- Capt. John P. Manton,  
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- Capt. Alton N. Parker,  
1206 North Cordova St.,  
Glendale, Calif.  
Western Reserve Area.
- Capt. Chester J. Peters,  
Naval Reserve Aviation Base,  
Great Lakes, Illinois.  
CO, Marine Reserve Aviation Unit.
- Capt. Victor A. Barraco,  
Box 658,  
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- Capt. William O. McKay,  
609 Westlake, North,  
Seattle, Washington.  
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- Capt. Frank L. Shannon,  
U. S. Indian School,  
Albuquerque, N. M.  
Central Reserve Area.
- Capt. Frederick M. Bock, Jr.,  
1160 Eddy Street,  
San Francisco, Calif.  
Comdg. 2d Bn., 25th Reserve Marines.
- Capt. John F. Horn,  
State Department of Education,  
Austin, Texas.  
Southern Reserve Area.
- Capt. Josephus Daniels, Jr.,  
News & Observer,  
Raleigh, N. C.  
Southern Reserve Area.
- Capt. Harold P. Nachtrieb,  
1400 Scenic Ave.,  
Berkeley, Calif.  
Western Reserve Area.
- Capt. Charles McK. Krausse,  
c/o Embleton Motor Company,  
San Antonio, Texas.  
Southern Reserve Area.
- Capt. Benjamin L. Harper,  
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Chilton, Wisconsin.  
Central Reserve Area.
- Capt. Stanley A. Beard,  
301 Republican Bldg.,  
Houston, Texas.  
Southern Reserve Area.
- Capt. Charles A. Etheridge,  
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Southern Reserve Area.
- Capt. Hans H. Harders,  
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- Capt. Thomas G. Letchworth,  
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Kansas City, Mo.  
Central Reserve Area.
- Capt. Wethered Woodworth,  
649-653 Title Bldg.,  
Baltimore, Md.  
Eastern Reserve Area.
- Capt. James J. Tunney,  
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Eastern Reserve Area.
- Capt. Jack H. Tandy,  
301 East 16th Street,  
Hopkinsville, Ky.  
Central Reserve Area.



- Capt. Benjamin Reisweber,  
Naval Reserve Aviation Base,  
Floyd Bennett Field,  
Brooklyn, New York.  
C. O., Marine Reserve Aviation Unit.
- Capt. Livingston B. Stedman, Jr.,  
Naval Reserve Aviation Base,  
Oakland, Calif.  
C. O., Marine Reserve Aviation Unit.
- Capt. George Munce,  
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Southern Reserve Area.
- Capt. Frederick W. Hopkins,  
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Los Angeles, Calif.  
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- Capt. Harold A. Strong,  
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Western Reserve Area.
- Capt. Edward F. Doyle,  
1416 Lake Avenue,  
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Comdg. 302nd Reserve Company,  
Eastern Reserve Area.
- Capt. Harry C. Grafton, Jr.,  
10 Post Office Square,  
Boston, Mass.  
Comdg. 301st Reserve Company,  
Eastern Reserve Area.
- Capt. Windsor B. W. Stroup,  
1627 G St., S. E.,  
Washington, D. C.  
Communications Officer,  
6th Marine Reserve Brigade.
- Capt. Henry S. Wheeler,  
249 House Office Bldg.,  
Washington, D. C.  
Personnel Officer,  
6th Marine Reserve Brigade.
- Capt. Paul Sullivan,  
3500 14th St., N. W.,  
Washington, D. C.  
Regtl. Quartermaster,  
20th Res. Marines, Sixth Brigade.
- Capt. Russell I. Whyte,  
1649 Hobart St., N. W.,  
Washington, D. C.  
Commissary Officer,  
6th Marine Res. Brigade.
- Capt. Willard L. Hart,  
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Washington, D. C.  
Eastern Reserve Area.
- Capt. James J. Gannon,  
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Philadelphia, Pa.  
3rd Bn., 19th Reserve Marines.
- Capt. George W. Bettex,  
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Adj., 19th Reserve Marines.
- Capt. John J. Dolan,  
194 Gelston Ave.,  
Brooklyn, N. Y.  
19th Reserve Marines.
- Capt. William P. Carey,  
8433 88th St.,  
Woodhaven, N. Y.  
19th Reserve Marines.
- Capt. Frank L. Ach,  
132 Madison St., N. W.,  
Washington, D. C.  
Comdg. Co. "A," 23rd Res. Marines,  
Sixth Brigade.
- Capt. Francis R. Geraci,  
1530 Rhode Island Ave., N. E.,  
Washington, D. C.  
Range Officer,  
6th Marine Reserve Brigade.
- Capt. Harold C. Smith,  
Rockville, Md.  
Comdg. Co. "H," 23rd Res. Marines,  
Sixth Brigade.
- Capt. Paul A. Sheely,  
171 North 17th St.,  
East Orange, N. J.  
Comdg. 2nd Bn., 19th Reserve Marines.
- Capt. Thomas J. Luckett,  
811 "H" St., N. E.,  
Washington, D. C.  
Comdg. Co. "B," 20th Res. Marines,  
Sixth Brigade.
- Capt. John V. Young,  
609 W. 114th St.,  
New York, N. Y.  
Regtl. Quartermaster,  
19th Reserve Marines.
- Capt. Malcolm K. Beyer,  
32 Essex St.,  
Irvington, N. J.  
19th Reserve Marines.
- Capt. Joseph R. Knowlan,  
416-420 Walnut St.,  
Philadelphia, Pa.  
Executive Officer, 1st Bn., 21st Re-  
serve Marines (Art.).
- Capt. Daniel J. Littley,  
2115 Passyunk Ave.,  
Philadelphia, Pa.  
Comdg. Btry. "A," 1st Bn., 21st Res.  
Marines (Art.).
- Capt. Walter J. Barnes,  
1437 Nashville Ave.,  
New Orleans, La.  
1st Bn., 22nd Reserve Marines.
- Capt. Eugene B. Diboll,  
1731 Jefferson Ave.,  
New Orleans, La.  
1st Bn., 22nd Reserve Marines.
- Capt. Newton B. Barkley,  
1509 Duffossat St.,  
New Orleans, La.  
1st Bn., 22nd Reserve Marines.
- Capt. St. Julien Childs,  
The Citadel,  
Charleston, S. C.  
Southern Reserve Area.
- Capt. Frank R. Worthington,  
3817 Iberville St.,  
New Orleans, La.  
Comdg. Company "C,"  
1st Bn., 22nd Reserve Marines.
- Capt. Harold M. Keller,  
243 W. Elizabeth St.,  
Calumet City, Ill.  
Regtl. Quartermaster,  
24th Reserve Marines.
- Capt. Otto Lessing,  
610 Salem St.,  
Elizabeth, N. J.,  
Comdg. Co. "E," 19th Res. Marines.
- Capt. James J. Keating,  
700 W. Sedgewick St.,  
Philadelphia, Pa.  
Comdg. Btry. "B," 1st Bn., 21st Res.  
Marines (Art.).
- Capt. Carmen A. Newcomb, Jr.,  
4707 Connecticut Ave.,  
Washington, D. C.  
Paymaster, 6th Marine Res. Brigade.
- Capt. Walter E. Henschen,  
3169 N. Richards St.,  
Milwaukee, Wis.  
Comdg. Regtl. Hq. Co., 24th Reserve  
Marines.
- Capt. Michael J. Kelley,  
6306 Seventh St., N. W.,  
Washington, D. C.  
Comdg. Co. "E," 20th Res. Marines,  
Sixth Brigade.
- Capt. Vincent M. Carter,  
410-A, House Office Bldg.,  
Washington, D. C.  
Intelligence Officer,  
6th Marine Reserve Brigade.
- Capt. Andrew L. Somers,  
152 House Office Bldg.,  
Washington, D. C.  
Air Officer,  
6th Marine Reserve Brigade.
- Captain David W. Hopkins,  
434 House Office Bldg.,  
Washington, D. C.  
Supply Officer,  
6th Marine Reserve Brigade.
- Capt. Chauncey V. Burnett,  
Bellevue Road,  
Grosse Ile, Mich.  
Comdg. VF Squadron Five—MR.
- Capt. Allan I. Schmulian,  
6712½ Sunset Blvd.,  
Hollywood, Calif.  
Comdg. Co. "A," 1st Bn., 25th Reserve  
Marines.
- Capt. Stephen A. McClellan,  
United Aircraft Transport Corp.,  
230 Park Ave.,  
New York City.  
Comdg. VO Squadron Six—MR.
- Capt. Ralph B. DeWitt,  
Box 113,  
Alexandria, Va.  
Asst. Brig. Adj., 6th Marine Reserve  
Brigade.
- Capt. John B. Berry,  
Rockville, Md.  
Comdg. Motor Transport Co.,  
6th Marine Reserve Brigade.
- Capt. Joseph P. Sproul,  
715 Irolo St.,  
Los Angeles, Calif.  
1st Bn., 25th Reserve Marines.
- Capt. Chester H. Knowles,  
1542 Columbia Drive,  
Glendale, Calif.  
1st. Bn., 25th Reserve Marines.
- Capt. Clarence L. Jordan,  
123 W. 10th St.,  
Streator, Ill.  
Regtl. Adj., 24th Reserve Marines.
- Capt. Maurice R. Harrison,  
1245 N. E. 96th St.,  
Miami, Fla.  
Comdg. VS Squadron Three—MR.

- Capt. John B. Neill, Jr.,  
2121 Forestview Road,  
Evanston, Illinois.  
Central Reserve Area.
- Capt. Karl S. Day,  
Curtiss Wright Airport,  
Glenview, Cook County, Ill.  
Central Reserve Area.
- Capt. Charles C. Bradley,  
c/o The American Trust Co.  
301 Clay Street,  
San Francisco, Calif.  
Comdg. Co. "E," 2nd Bn., 25th Reserve  
Marines.
- Capt. Clarence H. Baldwin,  
5128 First Avenue, N. W.,  
Seattle, Washington.  
Comdg. 316th Reserve Company,  
Western Reserve Area.
- Capt. Gilbert G. Budwig,  
1910 "K" Street, N. W.,  
Washington, D. C.  
Eastern Reserve Area.
- Capt. Howard S. Evans,  
212 North 33rd St.,  
Philadelphia, Pa.  
Comdg. Co. "I," 3rd Bn., 19th Reserve  
Marines.
- Capt. Charles H. Cox,  
25th Floor, 1616 Walnut St.,  
Philadelphia, Pa.  
Comdg. Co. "M," 3rd Bn., 19th Reserve  
Marines.
- Capt. Alford J. Williams, Jr.,  
111 Seventh Street,  
Garden City, L. I., N. Y.  
Eastern Reserve Area.
- Capt. Chauncey G. Parker, Jr.,  
719 15th St., N. W.,  
Washington, D. C.  
Operations Officer,  
Sixth Marine Reserve Brigade.
- 1st Lt. Scott Snodgrass,  
Box 43,  
San Angelo, Texas.  
Southern Reserve Area.
- 1st Lt. Clarence W. Videan,  
1721 Vinewood Ave.,  
Detroit, Mich.  
Central Reserve Area.
- 1st Lt. Lawrence F. Droste,  
% Burroughs Rechenmaschinen, A. G.,  
Friederichstrasse 65 A, Berlin,  
W 8, Germany.  
Eastern Reserve Area.
- 1st Lt. Andre V. Cherbonnier,  
27 William St.,  
New York City.  
Eastern Reserve Area.
- 1st Lt. Oscar B. Kaufman,  
1920 Selma Avenue,  
Youngstown, Ohio.  
Central Reserve Area.
- 1st Lt. Colin J. MacDonald,  
Capitol Bank Bldg.,  
5th and Robert Sts.,  
St. Paul, Minn.  
Central Reserve Area.
- 1st Lt. Thomas H. Raymond,  
3005 South Cochran Ave., Apt. No. 3,  
Los Angeles, Calif.  
Western Reserve Area.
- 1st Lt. Clay R. Apple,  
Park Place Bldg.,  
Greeley, Colorado.  
Central Reserve Area.
- 1st Lt. Bertram A. Hedges,  
Box 116,  
Kansas City, Mo.  
Central Reserve Area.
- 1st Lt. William R. Sheets,  
301 Poplar Street,  
Takoma Park, Md.  
Eastern Reserve Area.
- 1st Lt. Raymond W. Conroy,  
1157 Post Street,  
San Francisco, Calif.  
Western Reserve Area.
- 1st Lt. John C. Machamer,  
197 E. 44th St.,  
North Portland, Oregon.  
Western Reserve Area.
- 1st Lt. Carl A. Janson,  
Poughquag, Dutchess County,  
New York.  
Eastern Reserve Area.
- 1st Lt. Harry B. Wehrenberg,  
446 Marlboro Road,  
Woodridge, N. J.  
Eastern Reserve Area.
- 1st Lt. Karl P. Spencer,  
525 Central National Bank Bldg.,  
705 Olive St.,  
St. Louis, Mo.  
Central Reserve Area.
- 1st Lt. Raymond W. Hanson,  
Western Illinois State Teachers Col-  
lege,  
Macomb, Ill.  
Central Reserve Area.
- 1st Lt. John D. Marine,  
7 Howell St., Spring Glen,  
Hamden, Conn.  
Eastern Reserve Area.
- 1st Lt. Ira F. Gillikin,  
% U. S. Fidelity & Guaranty Co.,  
6th Floor, Kanawha Valley Bldg.,  
Charleston, W. Va.  
Eastern Reserve Area.
- 1st Lt. Herbert A. Hedges,  
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- 1st Lt. Harold H. Titus,  
2222 "Q" St., N. W.,  
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- 1st Lt. Lee Fox,  
111 Kirkwood Ave.,  
Akron, Ohio.  
Central Reserve Area.
- 1st Lt. Robert M. Mount,  
788 Montgomery Drive,  
Portland, Oregon.  
Western Reserve Area.
- 1st Lt. Clifton G. Travers,  
Orchard Place,  
Beacon, New York.  
Eastern Reserve Area.
- 1st Lt. Joseph J. Svoboda,  
Lecompton, Kansas.  
Central Reserve Area.
- 1st Lt. Charles F. Crisp,  
205 Taylor St.,  
Americus, Ga.  
Southern Reserve Area.
- 1st Lt. Victor W. Worledge,  
% U. S. Veterans Bureau,  
Portland, Oregon.  
Western Reserve Area.
- 1st Lt. Benjamin M. Hammond,  
1818 Riggs Place, N. W.,  
Washington, D. C.  
Eastern Reserve Area.
- 1st Lt. Christopher G. Hodge, Jr.,  
1205 Nelson Ave., Bronx,  
New York, N. Y.  
Eastern Reserve Area.
- 1st Lt. Troy A. Nubson,  
4301 13th St., N. E.,  
Washington, D. C.,  
Eastern Reserve Area.
- 1st Lt. John M. Dervin,  
5630 Baltimore Ave.,  
Philadelphia, Pa.  
Eastern Reserve Area.
- 1st Lt. Harry S. Davis,  
146 North Lawn Ave.,  
Kansas City, Mo.  
Central Reserve Area.
- 1st Lt. James P. J. McKevitt,  
E 4 13th Avenue,  
Spokane, Wash.  
Western Reserve Area.
- 1st Lt. Marcus L. Whitford,  
940 Hospital Trust Bldg.,  
Providence, R. I.  
Eastern Reserve Area.
- 1st Lt. Carl R. Berglund,  
2527 Ocean View Ave.,  
Los Angeles, Calif.  
Western Reserve Area.
- 1st Lt. Josiah B. Bristol,  
R. F. D. No. 25,  
Wilson, Niagara County,  
New York.  
Eastern Reserve Area.
- 1st Lt. Levi O. Gates,  
2444 Kuhio Ave.,  
Honolulu, T. H.  
Western Reserve Area.
- 1st Lt. Charles S. Weiler,  
94 North Union St.,  
Lambertville, N. J.  
Eastern Reserve Area.
- 1st Lt. Carlton A. Fisher,  
503 White Bldg.,  
Buffalo, N. Y.  
Eastern Reserve Area.
- 1st Lt. Conrad S. Grove, 3rd,  
1778 Segburn Ave.,  
Detroit, Mich.  
Central Reserve Area.
- 1st Lt. Kenneth B. Collings,  
40 Stevens St., Rockville Centre,  
Long Island, N. Y.  
Eastern Reserve Area.
- 1st Lt. John G. Coffin,  
% S. S. Kresge Co.,  
Detroit, Mich.  
Central Reserve Area.
- 1st Lt. George L. Ball,  
626 Second St.,  
Napa, Calif.  
Western Reserve Area.
- 1st Lt. Roy H. Burton,  
324 East Chadick St.,  
McAlester, Okla.  
Central Reserve Area.

- 1st Lt. Edmond E. Fout,  
100 Howard St.,  
San Francisco, Calif.  
Western Reserve Area.
- 1st Lt. James B. Griffin,  
14 Union St.,  
Salem, Va.  
Southern Reserve Area.
- 1st Lt. Howard A. Rogers,  
119 Pleasant St.,  
Oak Park, Ill.  
Central Reserve Area.
- 1st Lt. Joseph J. Hurley,  
336 Vermont St.,  
Boston, Mass.  
Eastern Reserve Area.
- 1st Lt. Frederick C. Donald,  
3808 South 6th St., Brooklyn,  
Baltimore, Md.  
Eastern Reserve Area.
- 1st Lt. Corwin R. Bennett,  
408 Harger & Blish Bldg.,  
Des Moines, Iowa.  
Central Reserve Area.
- 1st Lt. Frank V. McKinless, Jr.,  
113 Ralph Ave.,  
White Plains, N. Y.  
Eastern Reserve Area.
- 1st Lt. David F. Ross,  
1217 Broadway,  
% Regal Shoe Company,  
Oakland, Calif.  
Western Reserve Area.
- 1st Lt. Henry T. Waller,  
% The Geyer Company,  
Third National Bldg.,  
Dayton, Ohio.  
Central Reserve Area.
- 1st Lt. Floyd W. Howard,  
523 North Baker St.,  
Santa Ana, Calif.  
Western Reserve Area.
- 1st Lt. August H. Malsberger,  
418 Reisch Bldg.,  
Springfield, Ill.  
Central Reserve Area.
- 1st Lt. Bernard S. Barron,  
10 East 40th St.,  
New York, N. Y.  
Comdg. Navy Yard Guard Reserve  
Detachment (462nd Co.).
- 1st Lt. Carleton Penn,  
P. O. Box 1047,  
Roanoke, Va.  
Southern Reserve Area.
- 1st Lt. Alexander McL. Arnold,  
1007 Morgan Bldg.,  
Buffalo, N. Y.  
Eastern Reserve Area.
- 1st Lt. Earl T. Martineau,  
% Purdue University,  
Lafayette, Ind.  
Central Reserve Area.
- 1st Lt. Alexander D. Shaw,  
520 North June St.,  
Los Angeles, Calif.  
Western Reserve Area.
- 1st Lt. Joseph A. Wickes,  
% School of Law,  
University of Texas,  
Austin, Texas.  
Southern Reserve Area.
- 1st Lt. Wells W. Miller,  
212 W. Austin Ave.,  
Chicago, Ill.  
Central Reserve Area.
- 1st Lt. Ross M. Hutchinson,  
Cambridge City, Ind.  
Central Reserve Area.
- 1st Lt. Philip R. Hockenberger,  
3207 16th St.,  
Columbus, Nebraska.  
Central Reserve Area.
- 1st Lt. James B. Johnson,  
% H. Parr, 317 West 58th St.,  
New York, N. Y.  
Eastern Reserve Area.
- 1st Lt. Wallace D. Culbertson,  
2461 South Bayshore Drive,  
Miami, Fla.  
Southern Reserve Area.
- 1st Lt. George F. Malcolm,  
1204 Equitable Bldg.,  
Des Moines, Iowa.  
Central Reserve Area.
- 1st Lt. George W. Eakin,  
221 Lorewood Ave.,  
Elmhurst, Del.  
Eastern Reserve Area.
- 1st Lt. Floyd E. Smith,  
2745 Baurman Ave.,  
Omaha, Nebraska.  
Central Reserve Area.
- 1st Lt. Rex E. Saffer,  
P. O. Box 1113,  
Miami, Fla.  
Southern Reserve Area.
- 1st Lt. Kenneth G. Hutchinson,  
1109 Allen Place,  
Seattle, Wash.  
Western Reserve Area.
- 1st Lt. Richard W. Sooy,  
3600 St. Gaudens Road,  
Coconut Grove, Fla.  
Southern Reserve Area.
- 1st Lt. Kenneth P. Corson,  
Taylor, Washington.  
Western Reserve Area.
- 1st Lt. Clark W. Thompson,  
414 City National Bank Bldg.,  
Galveston, Texas.  
Southern Reserve Area.
- 1st Lt. Oscar E. Kelly,  
11 Longfellow St., Baldwin,  
Long Island, N. Y.  
Eastern Reserve Area.
- 1st Lt. Oscar J. Closset,  
Film Exchange Bldg.,  
Portland, Oregon.  
Western Reserve Area.
- 1st Lt. George C. Porter,  
P. O. Box 171,  
Lisbon, Ohio.  
Central Reserve Area.
- 1st Lt. Byron B. Freeland,  
1631 N. W. Tenth St.,  
Miami, Fla.  
Squad. Officer, VS Squadron 3—MR.
- 1st Lt. James B. Gracy,  
Columbia Military Academy,  
Columbia, Tenn.  
Southern Reserve Area.
- 1st Lt. Chudleigh R. Long,  
148-09 9th Ave.,  
Whitestone, N. Y.  
Bn. Adj., 1st Bn., 19th Reserve  
Marines.
- 1st Lt. Charles S. Forbell,  
376 Eldert Lane,  
Brooklyn, N. Y.  
Eastern Reserve Area.
- 1st Lt. Richard G. Ahern,  
7014 10th Ave.,  
Brooklyn, N. Y.  
Co. "C," 19th Reserve Marines.
- 1st Lt. Thomas P. Jackson,  
R. F. D. No. 5, Box 733,  
Houston, Texas.  
Southern Reserve Area.
- 1st Lt. Joseph E. O'Brien,  
1236 Quincy St., N. E.,  
Washington, D. C.  
Sixth Marine Reserve Brigade.
- 1st Lt. Edward F. Venn,  
Southern Sugar Company,  
Clewiston, Fla.  
Bn. Quartermaster, 2nd Bn., 19th Re-  
serve Marines.
- 1st Lt. Samuel F. Patterson,  
Naval Reserve Aviation Base,  
Grosse Ile, Michigan.  
Comdg. Marine Reserve Aviation  
Unit.
- 1st Lt. Glenn P. McAtee,  
7736 S. Winchester Ave.,  
Chicago, Ill.  
Comdg. Co. "B," 24th Reserve  
Marines.
- 1st Lt. James J. Christie,  
422 West 261st St.,  
New York City.  
Comdg. Co. "D," 19th Reserve  
Marines.
- 1st Lt. Joseph A. Martin,  
7175 Andrew Ave.,  
Philadelphia, Pa.  
Bn. Quartermaster, 1st Bn., 21st Re-  
serve Marines (Art.).
- 1st Lt. Smith W. Brookhart, Jr.,  
Senate Office Bldg.,  
Washington, D. C.  
Bn. Supply Officer, 2nd Bn., 20th Res.  
Marines.
- 1st Lt. Cromwell Warner,  
6300 7th St., N. W.,  
Washington, D. C.  
Comdg. Co. "G," 20th Reserve  
Marines.
- 1st Lt. Donald R. Hyland,  
1016 16th St., N. W.,  
Washington, D. C.  
Comdg. Co. "F," 20th Reserve  
Marines.
- 1st Lt. William P. Youngs,  
% Pan American Airways,  
Miami, Florida.  
Southern Reserve Area.
- 1st Lt. Richard C. Mangrum,  
Naval Air Station,  
Seattle, Washington.  
Comdg. Marine Res. Aviation Unit.
- 1st Lt. Leon Larison,  
1912 Balingnac Ave.,  
Woodlyn, Pa.  
Bn. Adj. 3rd Bn., 19th Reserve  
Marines.



- 1st Lt. Arthur E. Mead,  
Flandreau, S. D.  
Central Reserve Area.
- 1st Lt. Dewey A. Routh,  
1st National Bank Bldg.,  
Nevada, Mo.  
Central Reserve Area.
- 1st Lt. Carl G. Seasword,  
1702 Geddes Ave.,  
Detroit, Mich.  
Central Reserve Area.
- 1st Lt. Louis M. Andrews,  
508 Federal Bldg.,  
301 North Spring St.,  
Los Angeles, Calif.  
Western Reserve Area.
- 1st Lt. Donald C. O'Regan,  
Box 142,  
Caribou, Maine.  
Eastern Reserve Area.
- 1st Lt. Horace W. Card,  
218½ W. Olive St.,  
Inglewood, Calif.  
Comdg. Co. "C," 1st Bn., 25th Reserve  
Marines.
- 1st Lt. Charles B. Mason,  
48 Van Ness Place,  
Newark, N. J.  
Comdg. Co. "H," 19th Reserve  
Marines.
- 1st Lt. Samuel D. Irwin,  
Curtiss Bettis Airport,  
Dravosburg, Pa.  
Adj. VO Squadron Six—MR.
- 1st Lt. Charles B. Nerren,  
705 Maiden Lane, Va. Hgts.,  
Roanoke, Va.  
Comdg. Military Police Co. (402nd  
Co.), 6th Marine Reserve Brigade.
- 1st Lt. Archibald C. Slaymaker,  
302 St. Asaph St.,  
Alexandria, Va.  
Comdg. Co. "B," 23rd Reserve  
Marines.
- 1st Lt. Donald M. Hamilton,  
3126 16th St., N. W., Apt. 34,  
Washington, D. C.  
Eastern Reserve Area.
- 1st Lt. Francis T. Eagan,  
R. F. D.,  
Warrentown, Oregon.  
Western Reserve Area.
- 1st Lt. William D. O'Brien,  
Department of Taxation and Finance,  
Bureau of Law,  
Albany, N. Y.  
Eastern Reserve Area.
- 1st Lt. Elias F. Haddad,  
77 School St.,  
Rutland, Vermont.  
Eastern Reserve Area.
- 1st Lt. Winslow H. Randolph, Jr.,  
Box 526,  
Alexandria, Va.  
Comdg. Co. "D," 20th Reserve  
Marines.
- 1st Lt. John T. Irwin,  
112 Del Ray Ave.,  
Battery Park, Md.  
Comdg. Co. "D," 23rd Reserve  
Marines.
- 1st Lt. Winfield S. Shannon,  
P. O. Box 588, Kalamazoo, Mich.  
Sqdn. Officer, VF Squadron 5—MR.
- 1st Lt. Edward G. Schultz,  
310 N. W. Thirteenth Avenue,  
Miami, Florida.  
Adj. VS Squadron 3—MR.
- 1st Lt. LeRoy Hauser,  
328 Willesley Road, Mt. Airy,  
Philadelphia, Pa.  
Comdg. Co. "L," 3rd Bn., 19th Reserve  
Marines.
- 1st Lt. Walter Amory,  
Aircraft Squadrons, ECEF,  
Marine Barracks, Quantico, Va.
- 1st Lt. Leon Brusiloff,  
716 13th St., N. W.,  
Washington, D. C.  
Officer in Charge, 6th Marine Reserve  
Brigade Band.
- 1st Lt. William W. Stickney,  
4000 Cathedral Ave., Apt. 753-B,  
Washington, D. C.  
Regtl. Quartermaster, 23rd Reserve  
Marines.
- 1st Lt. Stephen E. Gillis,  
2170 E. Jefferson Ave., Apt. 102,  
Detroit, Mich.  
Comdg. 306th Reserve Company,  
24th Reserve Marines.
- 1st Lt. Walter A. Maxwell,  
345-6 Standard Life Bldg.,  
Decatur, Ill.  
Comdg. 456th Co., 24th Reserve  
Marines.
- 1st Lt. Edwyn O. Schultz,  
6416 Catina St.,  
New Orleans, La.  
1st Bn., 22nd Reserve Marines.
- 1st Lt. John W. Cariler, Jr.,  
2518 Dublin St.,  
New Orleans, La.  
Bn. Quartermaster, 1st Bn., 22nd Re-  
serve Marines.
- 1st Lt. Eldridge E. Humphrey,  
7510 Fayette St.,  
Philadelphia, Pa.  
Comdg. Hq. Btry., 1st Bn., 21st Re-  
serve Marines (Art.).
- 1st Lt. George R. Littlehales,  
1401 K St., N. W.,  
Washington, D. C.  
Bn. Adj., 2nd Bn., 20th Reserve  
Marines.
- 1st Lt. Felix Howland,  
Alban Towers Apts.,  
Washington, D. C.  
Comdg. Co. "A," 20th Reserve  
Marines.
- 1st Lt. Dwight L. Harris,  
915 15th St., N. W.,  
Washington, D. C.  
6th Marine Reserve Brigade.
- 1st Lt. John P. Collins,  
4003 21st St., N. E.,  
Washington, D. C.  
Comdg. Co. "G," 23rd Reserve  
Marines.
- 1st Lt. George F. Colburn,  
Tivoli Bldg., 14th & Park Road, N. W.,  
Washington, D. C.  
Comdg. Co. "C," 20th Reserve  
Marines.
- 1st Lt. Wolcott C. Waggaman,  
2124 Florida Ave.,  
Washington, D. C.  
Regtl. Adj., 20th Reserve Marines.
- 1st Lt. George W. Eighmy,  
7 Colvin Ave.,  
Buffalo, N. Y.  
Eastern Reserve Area.
- 1st Lt. George F. Doyle,  
219 Warwick Ave.,  
Rochester, N. Y.  
302nd Reserve Company,  
Eastern Reserve Area.
- 1st Lt. Charles J. Schlapkohl,  
Naval Reserve Aviation Base,  
Old Chamberlain Airport,  
Minneapolis, Minn.  
Comdg. Marine Reserve Aviation Unit.
- 1st Lt. Park K. Rockwell,  
417 Congress Bldg.,  
Portland, Maine.  
Comdg. 461st Reserve Company.
- 1st Lt. Frederick W. Lindlaw,  
2804 33rd St.,  
Long Island City, N. Y.  
Comdg. Co. "B," 19th Reserve  
Marines.
- 1st Lt. John J. Carter,  
Prospect and Bellaire Aves.,  
Fort Washington P. O., Pa.  
Bn. Quartermaster, 3rd Bn., 19th Re-  
serve Marines.
- 1st Lt. Ned Morris,  
606 Southern Bldg.,  
Washington, D. C.  
Comdg. Co. "C," 23rd Reserve  
Marines.
- 1st Lt. Edward C. Parker,  
1511 33rd St., N. W.,  
Washington, D. C.  
Bn. Adj., 2nd Bn., 23rd Reserve  
Marines.
- 1st Lt. Francis J. Donohue,  
Columbian Bldg.,  
Washington, D. C.  
Comdg. Co. "E," 23rd Reserve  
Marines.
- 1st Lt. Wilfred J. Serpas,  
502 Tower Bldg.,  
Washington, D. C.  
Comdg. Co. "F," 23rd Reserve  
Marines.
- 1st Lt. William B. Jones,  
416 Delafield Place, N. W.,  
Washington, D. C.  
Bn. Adj., 1st Bn., 23rd Reserve  
Marines.
- 1st Lt. Theodore L. Bartlett,  
504 Southern Bldg.,  
Washington, D. C.  
Comdg. Co. "H," 20th Reserve  
Marines.
- 1st Lt. George E. Gardner,  
2318 Twentieth St., N. W.,  
Washington, D. C.  
Eastern Reserve Area.
- 1st Lt. William J. Fox,  
419 Twenty-fifth St.,  
Hermosa Beach, Calif.  
Comdg. VF Squadron Four—MR.
- 1st Lt. Edmund J. Buckley,  
2430 St. Denis Lane,  
Merwood, Del. County, Pa.  
Btry. Off. Btry. "A," 1st Bn., 21st Re-  
serve Marines (Art.).

- 1st Lt. John H. Thomas,  
117 Walnut Avenue,  
Ardmore, Pa.  
Btry. Officer, Btry. "B," 1st Bn., 21st  
Reserve Marines.
- 1st Lt. James E. Coleman,  
232 W. Walton St.,  
Calumet City, Ill.  
Comdg. Co. "C," 24th Reserve  
Marines.
- 1st Lt. Wyman F. Marshall,  
1869 Ingleside Terrace, N. W.,  
Washington, D. C.  
Eastern Reserve Area.
- 2nd Lt. Andre L. Strong,  
155 South Bonnie St.,  
Pasadena, Calif.  
Sqdn. Off. VF Squadron Four—MR.
- 2nd Lt. Frank B. Birthright,  
% Engr. Maintenance of Way,  
Southern Railway Co.,  
Knoxville, Tenn.  
Southern Reserve Area.
- 2nd Lt. William F. Murray,  
120 Third St., N. E.,  
Washington, D. C.  
Eastern Reserve Area.
- 2nd Lt. Philip G. Strong,  
% Pacific Coast Borax Co.,  
Kramer, Calif.  
Western Reserve Area.
- 2nd Lt. William M. Hess,  
746 Hinman Avenue,  
Evanston, Ill.  
Central Reserve Area.
- 2nd Lt. William E. McKevitt,  
% Shell Oil Company,  
Baker, Oregon.  
Western Reserve Area.
- 2nd Lt. Owen E. Jensen,  
300 Henrietta St.,  
Pasadena, Calif.  
Co. "B," 1st Bn., 25th Reserve  
Marines.
- 2nd Lt. John F. Bynon,  
% Albuquerque Foundry & Machine  
Works,  
Albuquerque, New Mexico.  
Central Reserve Area.
- 2nd Lt. Ralph A. Huggett,  
4010 North 37th St.,  
Tacoma, Washington.  
Western Reserve Area.
- 2nd Lt. Fred E. Billman,  
415 St. Paul St.,  
Indianapolis, Ind.  
Central Reserve Area.
- 2nd Lt. Robert E. MacFarlane,  
Cheyenne Apartments,  
Cheyenne, Wyo.  
Central Reserve Area.
- 2nd Lt. William F. Lumsden,  
1636 Albion St.,  
Denver, Colorado.  
Central Reserve Area.
- 2nd Lt. Stafford F. Potter,  
627 Quincy St.,  
Pueblo, Colorado.  
Central Reserve Area.
- 2nd Lt. Harold B. West,  
848 Vermont St.,  
Oakland, Calif.  
Western Reserve Area.
- 2nd Lt. John S. Egan,  
113 W. Lincoln Ave.,  
Sapulpa, Okla.  
Southern Reserve Area.
- 2nd Lt. Cecil C. Phelps,  
Monarch Club,  
Tacoma, Wash.  
Western Reserve Area.
- 2nd Lt. James C. Bell,  
411 Richmond St.,  
Joliet, Ill.  
Central Reserve Area.
- 2nd Lt. John J. Jesse,  
4601 R St.,  
Omaha, Nebraska.  
Central Reserve Area.
- 2nd Lt. Russell F. Wherry,  
189 Shepard Avenue,  
Kenmore, N. Y.  
Eastern Reserve Area.
- 2nd Lt. William R. Priddy,  
604 Southland Life Insurance Bldg.,  
Dallas, Texas.  
Southern Reserve Area.
- 2nd Lt. Arthur W. Stowe,  
3909 West Fourth St.,  
Fort Worth, Texas.  
Southern Reserve Area.
- 2nd Lt. Ramon B. Ford,  
224 South Ewing Avenue,  
Dallas, Texas.  
Southern Reserve Area.
- 2nd Lt. William C. Miller,  
522 South Clinton Street,  
Dallas, Texas.  
Southern Reserve Area.
- 2nd Lt. Hugo Sigmund,  
304 Mattei Bldg.,  
Fresno, Calif.  
Western Reserve Area.
- 2nd Lt. Victor H. Lenge,  
% First National Bank,  
Kansas City, Mo.  
Central Reserve Area.
- 2nd Lt. Arthur C. Shepard,  
1243 San Pablo Ave.,  
Fresno, Calif.  
Western Reserve Area.
- 2nd Lt. Gooderham L. McCormick,  
5036 Copley Road,  
Philadelphia, Pa.  
Eastern Reserve Area.
- 2nd Lt. Thomas P. Barton,  
209 Madison Avenue,  
Hasbrouck Heights, N. J.  
Eastern Reserve Area.
- 2nd Lt. O. P. Wolcott,  
% Wyatt Metal & Boiler Works,  
P. O. Box 206,  
Dallas, Texas.  
Southern Reserve Area.
- 2nd Lt. Milton V. O'Connell,  
Hotel St. Moritz, 50 West 59th St.,  
New York City.  
Navy Yard Guard Reserve Detach-  
ment (462nd Co.).
- 2nd Lt. Eugene Bradford,  
Route B, Box 710,  
Fresno, Calif.  
Western Reserve Area.
- 2nd Lt. Timothy B. E. McLure,  
Missoula Public Service Company,  
Missoula, Montana.  
Central Reserve Area.
- 2nd Lt. Lester W. Johnson,  
% Illinois Commerce Commission,  
139 North Clark St.,  
Chicago, Ill.  
Central Reserve Area.
- 2nd Lt. Joseph T. Hoffman,  
3317 Michigan Avenue,  
Detroit, Mich.  
Central Reserve Area.
- 2nd Lt. John B. Philbin,  
Hotel Congress,  
Pueblo, Colorado.  
Central Reserve Area.
- 2nd Lt. Harry Gusack,  
% National Press Club,  
Washington, D. C.  
Eastern Reserve Area.
- 2nd Lt. John H. Pigg,  
5420 31st St., N. W.,  
Washington, D. C.  
Eastern Reserve Area.
- 2nd Lt. John W. Adams,  
P. O. Box 127,  
Ishpeming, Mich.  
Central Reserve Area.
- 2nd Lt. Albert F. Sisson,  
Hyattsville, Md.  
Eastern Reserve Area.
- 2nd Lt. Valentine Gephart,  
114 Railroad Avenue, South,  
Seattle, Wash.  
Western Reserve Area.
- 2nd Lt. Thomas T. Holloway, Jr.,  
221 Brown Hall, Prin. Seminary,  
Princeton, N. J.  
Eastern Reserve Area.
- 2nd Lt. C. Egerton Warburton,  
Wyncote, Pa.  
Eastern Reserve Area.
- 2nd Lt. James L. Osborne,  
2100 Russ Bldg.,  
San Francisco, Calif.  
Western Reserve Area.
- 2nd Lt. Ralph E. Boulton,  
3344 Alcott St.,  
Denver, Colorado.  
Central Reserve Area.
- 2nd Lt. Howard H. Adams,  
50 Elizabeth St.,  
Hammond, Ind.  
Central Reserve Area.
- 2nd Lt. George S. Reed,  
241 Myrtle Road,  
Burlingame, Calif.  
Western Reserve Area.
- 2nd Lt. Howard H. Sypher,  
224 Wall St.,  
Bethlehem, Pa.  
Eastern Reserve Area.
- 2nd Lt. James A. McNamara,  
2121 New York Avenue,  
Boulevard Apartments,  
Washington, D. C.  
Eastern Reserve Area.
- 2nd Lt. John J. Capolino,  
1646 South 13th St.,  
Philadelphia, Pa.  
Eastern Reserve Area.
- 2nd Lt. Louis E. Rector,  
1756 Market St.,  
Seattle, Washington,  
Western Reserve Area.

- 2nd Lt. John A. Hill, Jr.,  
Forrest Park Apartments,  
773 Court Ave.,  
% R. S. Hill,  
Memphis, Tenn.  
Southern Reserve Area.
- 2nd Lt. Lloyd G. McInroe,  
723 Second Avenue,  
Seattle, Wash.  
316th Reserve Company,  
Western Reserve Area.
- 2nd Lt. Charles E. Ward,  
% Associated Press,  
Miami, Fla.  
Southern Reserve Area.
- 2nd Lt. James C. Jackman,  
2790 Green St.,  
San Francisco, Calif.  
Western Reserve Area.
- 2nd Lt. John W. Colton,  
3866 N. Morris Blvd.,  
Milwaukee, Wis.  
Central Reserve Area.
- 2nd Lt. Ewart S. Laue,  
% Travelers Insurance Co.,  
1000 Republic Bldg.,  
Seattle, Wash.  
Western Reserve Area.
- 2nd Lt. Henry C. Ewing, Jr.,  
242 Securities Bldg.,  
Seattle, Washington.  
Western Reserve Area.
- 2nd Lt. Carroll B. Grace, Jr.,  
308 Beechwood Avenue,  
Trenton, N. J.  
Eastern Reserve Area.
- 2nd Lt. Alan M. Abel,  
Box 789,  
Mount Dora, Fla.  
Southern Reserve Area.
- 2nd Lt. Leighton M. Clark,  
Caixa Postal 242,  
Pernambuco, Brazil,  
South America.
- 2nd Lt. Mark F. Kessenich,  
American Chicle Co.,  
Long Island City, N. Y.  
19th Reserve Marines.
- 2nd Lt. Charles H. Schaeffer,  
Alabama Commission of Forestry,  
500 Dexter Ave.,  
Montgomery, Ala.  
Southern Reserve Area.
- 2nd Lt. Benjamin M. Stern,  
Indianapolis Times,  
Indianapolis, Ind.  
Central Reserve Area.
- 2nd Lt. Winsor B. Williams,  
1310 Lunt Avenue,  
Chicago, Ill.  
Central Reserve Area.
- 2nd Lt. Maurice S. Hardin,  
1304 Santa Fe Bldg.,  
Dallas, Texas.  
Southern Reserve Area.
- 2nd Lt. Donald K. Mackay,  
408 Adams St.,  
Quincy, Mass.  
Eastern Reserve Area.
- 2nd Lt. Albert C. Kuehnert,  
646 North Volusia,  
Wichita, Kansas.  
Central Reserve Area.
- 2nd Lt. Ernest S. Kaylor,  
119 North Washington St.,  
Peoria, Ill.  
Central Reserve Area.
- 2nd Lt. Kenneth E. Shepard,  
360 North Michigan Ave.,  
Chicago, Ill.  
Central Reserve Area.
- 2nd Lt. William P. Uhlmann,  
1301 Alaska Bldg.,  
Seattle, Wash.  
Western Reserve Area.
- 2nd Lt. Chester J. Turner,  
403 H. W. Hellman Bldg.,  
Los Angeles, Calif.  
Western Reserve Area.
- 2nd Lt. Tallant Tubbs,  
200 Bush Street,  
San Francisco, Calif.  
Western Reserve Area.
- 2nd Lt. Alfred H. Benjamin,  
258 McKinley Ave.,  
Syracuse, N. Y.  
Eastern Reserve Area.
- 2nd Lt. Walter F. Dearmin,  
Odon, Indiana.  
Central Reserve Area.
- 2nd Lt. Malcolm B. Galbreath,  
Webster, N. Y.  
302nd Reserve Company.
- 2nd Lt. Randolph C. Holt,  
93 Bernice Ave.,  
Woonsocket, R. I.  
Eastern Reserve Area.
- 2nd Lt. Sinclair T. Driver,  
4427 South Brighton Avenue,  
Los Angeles, Calif.  
Western Reserve Area.
- 2nd Lt. Edwin P. Athens,  
426 Mariette St., N. W.,  
Atlanta, Ga.  
Southern Reserve Area.
- 2nd Lt. Richard A. Harvill,  
232 East Huron St.,  
Chicago, Ill.  
Central Reserve Area.
- 2nd Lt. Bailey LaPorte,  
311 Rosedale Ave.,  
St. Louis, Mo.  
Central Reserve Area.
- 2nd Lt. Clyde Brandon,  
8310 10th Ave., N. W.,  
Seattle, Wash.  
Western Reserve Area.
- 2nd Lt. Robert C. Bradford,  
738 N. Indiana Avenue, Apt. 3,  
Oklahoma City, Okla.  
Southern Reserve Area.
- 2nd Lt. James D. Gillespie,  
158 27th Avenue,  
Seattle, Washington.  
Western Reserve Area.
- 2nd Lt. William C. Shiels,  
2622 Van Ness Ave.,  
San Francisco, Calif.  
Western Reserve Area.
- 2nd Lt. William M. Parker,  
2801 18th St., N. W.,  
Washington, D. C.  
Eastern Reserve Area.
- 2nd Lt. Paul W. Atwood,  
1 University Place,  
New York, N. Y.  
Eastern Reserve Area.
- 2nd Lt. Burton R. Adams,  
1243 Failing St.,  
Portland, Oregon.  
Western Reserve Area.
- 2nd Lt. Edwin B. Rose,  
64 Park Ave.,  
Bloomfield, N. J.  
Eastern Reserve Area.
- 2nd Lt. Peter Altpeter,  
1335 Woodruff Ave.,  
Los Angeles, Calif.  
Bn. Adj., 1st Bn., 25th Reserve  
Marines.
- 2nd Lt. Henry Van Valkenberg,  
27 Whitman St.,  
Hastings-on-Hudson, N. Y.  
Eastern Reserve Area.
- 2nd Lt. William M. Anderson,  
787 Madison Avenue,  
New York City.  
Eastern Reserve Area.
- 2nd Lt. William E. Hooper,  
Alabama Power Company,  
Birmingham, Ala.  
Southern Reserve Area.
- 2nd Lt. George McG. Pierce,  
635 Manchester Place,  
Portland, Oregon.  
Western Reserve Area.
- 2nd Lt. Harold D. Golds,  
501-4 Ann Arbor Trust Bldg.,  
Ann Arbor, Mich.  
Central Reserve Area.
- 2nd Lt. Lawrence J. Denmire,  
R. F. D. No. 1,  
"Pleasant Stope,"  
Montrose, Iowa.  
Central Reserve Area.
- 2nd Lt. Alton P. Sparkman,  
906 West Grace St.,  
Richmond, Va.  
Southern Reserve Area.
- 2nd Lt. Richard N. Johnson,  
710 East Third St.,  
Fremont, Nebraska.  
Central Reserve Area.
- 2nd Lt. Henry T. Rudolf,  
212 Logan St.,  
Steubenville, Ohio.  
Central Reserve Area.
- 2nd Lt. George W. Bryce,  
Box 178, 712 West Evans St.,  
Florence, S. C.  
Southern Reserve Area.
- 2nd Lt. Cecil A. Jamison,  
211 York Avenue,  
West Pittston, Pa.  
Navy Yard Guard Reserve Detach-  
ment (462nd Co.).
- 2nd Lt. Albert E. Barnard,  
5609 Chamberlain Ave.,  
St. Louis, Mo.  
Central Reserve Area.
- 2nd Lt. Herbert Clark, Jr.,  
309 Metropolitan Bldg.,  
E. St. Louis, Mo.  
Central Reserve Area.
- 2nd Lt. Samuel F. Pryor, Jr.,  
Indian Field Road,  
Greenwich, Conn.  
Eastern Reserve Area.



- 2nd Lt. Emil M. Northenscald,  
1274 Edmund St.,  
St. Paul, Minn.  
Central Reserve Area.
- 2nd Lt. William J. Dow,  
233 Pine St.,  
South Portland, Me.  
Eastern Reserve Area.
- 2nd Lt. Howard W. Houck,  
8523 Fort Hamilton Parkway,  
Brooklyn, N. Y.  
Eastern Reserve Area.
- 2nd Lt. John G. Kapowich,  
25 Circuit Ave.,  
Worcester, Mass.  
Eastern Reserve Area.
- 2nd Lt. George J. Burkhard,  
2001 Allston Way,  
Berkeley, Calif.  
Western Reserve Area.
- 2nd Lt. Arthur B. Maas,  
736 Goodrich Ave.,  
St. Paul, Minn.  
Central Reserve Area.
- 2nd Lt. Harry A. Mullarky,  
2103 Commonwealth Ave.,  
St. Paul, Minn.  
Central Reserve Area.
- 2nd Lt. James J. Dugan,  
66 Monroe Road,  
Quincy, Mass.  
Eastern Reserve Area.
- 2nd Lt. Frank L. Davis,  
5009 Troost Ave.,  
Kansas City, Mo.  
Central Reserve Area.
- 2nd Lt. Ferry Reynolds,  
Naval Reserve Aviation Base,  
Long Beach, Calif.  
Comdg. Marine Reserve Aviation Unit.
- 2nd Lt. Benjamin W. Norris,  
15 Beekman Place,  
New York, N. Y.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. John T. Salmon,  
North Main St.,  
New Hope, Pa.  
Eastern Reserve Area.
- 2nd Lt. Louis A. Holmes,  
611 West 13th St.,  
Grand Island, Nebraska.  
Central Reserve Area.
- 2nd Lt. Ralph M. King,  
Rockville, Md.  
Company "H," 23rd Reserve Marines.
- 2nd Lt. Judson B. Drengwitz,  
1122 Hodgkiss St., N. S.,  
Pittsburgh, Pa.  
Eastern Reserve Area.
- 2nd Lt. Claudous H. Baker,  
R. R. No. 2,  
Fletcher, Ohio.  
Central Reserve Area.
- 2nd Lt. Milburn E. Peterson,  
16545 Kentucky Avenue,  
Detroit, Michigan.  
Central Reserve Area.
- 2nd Lt. Frank K. Clements, Jr.,  
7 Holmehurst Ave.,  
Catonsville, Md.  
Eastern Reserve Area.
- 2nd Lt. Frank C. DeSantis,  
47 Argyle Road,  
East Braintree, Mass.  
Eastern Reserve Area.
- 2nd Lt. Nathaniel S. Clifford,  
226 Center St.,  
Milton, Mass.  
Comdg. Service Company Five—MR.
- 2nd Lt. Karl T. Mooney,  
942 Baileyana Road,  
Hillsborough Oaks,  
Burlingame, Calif.  
Sqdn. Off. VO Squadron Ten—MR.
- 2nd Lt. George D. Omer,  
1645 Filbert St.,  
San Francisco, Calif.  
Sqdn. Off. VO Squadron Ten—MR.
- 2nd Lt. Ben Z. Redfield,  
% Boeing Air Transport,  
Cheyenne, Wyoming.  
Western Reserve Area.
- 2nd Lt. Tracy S. Smith,  
707 Burlingame Ave.,  
Detroit, Mich.  
Comdg. Service Company Seven—MR.
- 2nd Lt. Elliott E. Bard,  
1230 17th Ave., N.,  
Seattle, Washington.  
Sqdn. Off., VO Squadron Eight—MR.
- 2nd Lt. Mark F. Heaney,  
135-43 228th St.,  
Laurelton, L. I., N. Y.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Donald M. Marshall,  
6718 McKinley Ave.,  
Los Angeles, Calif.  
Sqdn. Off., VF Squadron Four—MR.
- 2nd Lt. Carl E. Stahley,  
3421 Gladstone Ave.,  
Toledo, Ohio.  
Central Reserve Area.
- 2nd Lt. George I. Springer,  
1299 Osceola Ave.,  
St. Paul, Minn.  
Central Reserve Area.
- 2nd Lt. Alfred C. Nestle,  
3702 Cerritos,  
Long Beach, Calif.  
Western Reserve Area.
- 2nd Lt. Gallais E. Matheny,  
Casey, Ill.  
Central Reserve Area.
- 2nd Lt. LeRoy T. Campbell,  
Quadrangle Room 167-B,  
University of Iowa,  
Iowa City, Iowa.  
Central Reserve Area.
- 2nd Lt. Edward S. Thompson,  
15 Belmont Ave.,  
Schenectady, N. Y.  
Eastern Reserve Area.
- 2nd Lt. Oscar H. Wisthuff,  
Chatsworth, Ill.  
Central Reserve Area.
- 2nd Lt. John J. McDonald,  
23 West Boulevard,  
Onset, Mass.  
Eastern Reserve Area.
- 2nd Lt. Donald D. Flora,  
3609 Gratiot Ave.,  
Detroit, Mich.  
Central Reserve Area.
- 2nd Lt. Lloyd E. Wagner,  
403 14th Ave., North,  
Seattle, Washington.  
316th Reserve Company,  
Western Reserve Area.
- 2nd Lt. Joseph R. Ramser,  
301 West Oregon,  
Urbana, Ill.  
Central Reserve Area.
- 2nd Lt. William T. Barr,  
523 10th St.,  
Galveston, Texas.  
Southern Reserve Area.
- 2nd Lt. William E. Donovan,  
421 Canal St.,  
New York, N. Y.  
Eastern Reserve Area.
- 2nd Lt. Don N. Higgins, Jr.,  
53 Wyman St.,  
Arlington, Mass.  
Eastern Reserve Area.
- 2nd Lt. John S. Barrett,  
2011 East 28th St.,  
Brooklyn, N. Y.  
Co. "A," 19th Reserve Marines.
- 2nd Lt. Arthur E. Harper,  
1638 G St., S. E.,  
Washington, D. C.  
6th Marine Reserve Brigade.
- 2nd Lt. Harold E. Humphrey,  
701 Spring Arcade Building,  
Los Angeles, Calif.  
Western Reserve Area.
- 2nd Lt. Alfred S. Reynolds,  
China.  
Enroute to U. S.  
Western Reserve Area.
- 2nd Lt. John M. Miller,  
Kingwood Park,  
Poughkeepsie, N. Y.  
Eastern Reserve Area.
- 2nd Lt. Theodore O. Brewster,  
942 High St.,  
Dedham, Mass.  
Sqdn. Off., VF Squadron Six—MR.
- 2nd Lt. William E. Englehard,  
4970 Rubican Ave.,  
Germantown, Pa.  
Co. "K," 3rd Bn., 19th Reserve  
Marines.
- 2nd Lt. Louis G. Johrden,  
227 18th St., S. E.,  
Washington, D. C.  
Co. "C," 23rd Reserve Marines.
- 2nd Lt. Martin D. Delaney, Jr.,  
Georgetown University Hospital,  
Washington, D. C.  
Bn. Adj., 1st Bn., 20th Reserve  
Marines.
- 2nd Lt. Joseph P. Adams,  
1725 Melrose Ave.,  
Seattle, Washington.  
Sqdn. Off., VO Squadron Eight—MR.
- 2nd Lt. Loren H. Fryer,  
Wyoming Apartments,  
Washington, D. C.  
Eastern Reserve Area.
- 2nd Lt. John W. Sanderson,  
2320 Tracy Place, N. W.,  
Washington, D. C.  
Sixth Marine Reserve Brigade.

- 2nd Lt. Lyle H. Meyer,  
Department of Agriculture,  
Weather Bureau,  
Atlanta, Georgia.  
Central Reserve Area.
- 2nd Lt. Daniel W. Torrey, Jr.,  
Deer Isle, Maine.  
Eastern Reserve Area.
- 2nd Lt. Joseph Lyman,  
116 Old Orchard Road,  
Chestnut Hill, Mass.  
Sqdn. Off., VF Squadron Six—MR.
- 2nd Lt. Delbert W. Heath,  
Naval Reserve Aviation Base,  
Oakland, California.
- 2nd Lt. Robert H. Kerr,  
10 Cherry St.,  
Melrose, Mass.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Norman T. Jelly,  
118 Schley Ave.,  
Arlington, Va.  
Eastern Reserve Area.
- 2nd Lt. Robert M. Haynes,  
4077 Ibis Street,  
San Diego, Calif.  
Western Reserve Area.
- 2nd Lt. Roswell B. Burchard, Jr.,  
Little Compton, Rhode Island,  
Sqdn. Off., VF Squadron Five—MR.
- 2nd Lt. Avery R. Kier,  
575 South Cleveland,  
St. Paul, Minn.  
Sqdn. Off., VO Squadron Seven—MR.
- 2nd Lt. John G. Adams,  
Naval Reserve Aviation Base,  
Opa-Locka, Florida.  
Comdg. Marine Reserve Aviation Unit.
- 2nd Lt. Leonard W. Ashwell,  
327 Belmont Ave., N.,  
Seattle, Washington.  
Adj. Service Company Four—MR.
- 2nd Lt. Benjamin B. Southworth,  
Schoolcraft, Michigan.  
Sqdn. Off., VF Squadron Five—MR.
- 2nd Lt. Thomas J. Noon,  
Waterville, New York.  
Eastern Reserve Area.
- 2nd Lt. Harold A. Johnson,  
32 East End Avenue,  
Avon-by-the-Sea, N. J.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Warren E. Sweetzer, Jr.,  
Naval Reserve Aviation Base,  
Squantum, Mass.  
Comdg. Marine Reserve Aviation Unit.
- 2nd Lt. William B. Barber,  
3020 Tilden St., N. W.,  
Washington, D. C.  
Eastern Reserve Area.
- 2nd Lt. Thomas C. Colt, Jr.,  
Cavalier Air Service, Inc.,  
Charles Field, Richmond, Va.  
Eastern Reserve Area.
- 2nd Lt. Francis H. Bradbury,  
% American Airways,  
Newark Airport, Newark, N. J.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Harry J. Beyer, Jr.,  
923 Edgehill Road,  
Glenside, Pa.  
Eastern Reserve Area.
- 2nd Lt. Lewis H. Delano, Jr.,  
Orleans, Mass.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Willard Reed, Jr.,  
215 Union St.,  
Schenectady, N. Y.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Frederick S. Angstadt,  
Atlantic Airways,  
P. O. Box 645, York, Pa.  
Eastern Reserve Area.
- 2nd Lt. Francis M. Radford,  
527 Montgomery Avenue,  
Haverford, Pa.  
Eastern Reserve Area.
- 2nd Lt. Jack C. Bonamy,  
1137 West 57th St.,  
Seattle, Washington.  
Western Reserve Area.
- 2nd Lt. Arthur L. Andrews,  
42 Lakeside Drive,  
E. Weymouth, Mass.  
Adj. Service Company Five—MR.
- 2nd Lt. Walter A. Churchill,  
2712 Hoehler Drive,  
Toledo, Ohio.  
Comdg. 311th Res. Co.,  
24th Reserve Marines.
- 2nd Lt. Arthur V. Menken,  
34 West 52nd St.,  
New York City.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Robert F. Davidson,  
95 Montclair Ave.,  
Newark, N. J.  
Bn. Adj., 2nd Bn., 19th Reserve  
Marines.
- 2nd Lt. Oren G. Orr,  
42 Lake Shore Drive,  
East Weymouth, Mass.  
24th Reserve Marines.
- 2nd Lt. Willis E. Hicks,  
421 S. Oak Park Ave.,  
Oak Park, Ill.  
Comdg. Co. "A," 24th Reserve  
Marines.
- 2nd Lt. David W. Mooy,  
2420 W. Madison St.,  
Chicago, Ill.  
Bn. Quartermaster, 2nd Bn., 24th Re-  
serve Marines.
- 2nd Lt. Peter W. Hazes,  
2827 Brentwood Road, N. E.,  
Washington, D. C.  
Co. "G," 20th Reserve Marines.
- 2nd Lt. Victor L. Wogan, Jr.,  
1725 Marengo St.,  
New Orleans, La.  
Co. "A," 1st Bn., 22nd Reserve  
Marines.
- 2nd Lt. John G. McCloskey,  
2729 Jefferson Ave.,  
New Orleans, La.  
Co. "D," 1st Bn., 22nd Reserve  
Marines.
- 2nd Lt. Richard McCarthy, Jr.,  
30 Fontainebleau Drive,  
New Orleans, La.  
Co. "C," 1st Bn., 22nd Reserve  
Marines.
- 2nd Lt. Ray Boyer,  
8 Addison Street,  
Rockville Center, N. Y.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Harry R. Van Liew,  
180 Franklin Street,  
Bloomfield, N. J.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Bruce G. Buckley,  
237 Cathedral Ave.,  
Garden City, L. I., N. Y.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Harry H. Bullock,  
6142 Yorkshire Ave.,  
Detroit, Mich.  
Sqdn. Off., Service Company Seven—  
MR.
- 2nd Lt. Paul S. Brunk,  
2329 Parker St.,  
Berkeley, Calif.  
Sqdn. Off., VO Squadron Ten—MR.
- 2nd Lt. Kenneth R. Aldrich,  
Route No. 4, West Main St.,  
Fredonia, N. Y.  
Eastern Reserve Area.
- 2nd Lt. Joseph Sailer, Jr.,  
% Mrs. Chas. Spalding,  
Coronado Beach, Calif.  
Western Reserve Area.
- 2nd Lt. Vernon A. Peterson,  
Route No. 3, Albert Lea, Minn.  
Sqdn. Off., VO Squadron Seven—MR.
- 2nd Lt. John A. Timmons,  
1517 35th St., N. W.,  
Washington, D. C.  
Eastern Reserve Area.
- 2nd Lt. William K. Lanman, Jr.,  
20 South 3rd St.,  
Columbus, Ohio.  
Sqdn. Off., VF Squadron Five—MR.
- 2nd Lt. Martin A. Severson,  
1118 27th Ave., N. E.,  
Minneapolis, Minn.  
Sqdn. Off., VO Squadron Seven—MR.
- 2nd Lt. Herbert C. Freuler,  
2946 Russell St.,  
Berkeley, Calif.  
Sqdn. Off., VO Squadron Ten—MR.
- 2nd Lt. George A. Sarles,  
49 Marion Ave.,  
Mt. Kisco, N. Y.  
Eastern Reserve Area.
- 2nd Lt. Stewart W. Ralston,  
627 Baker St.,  
Albany, Oregon.  
Western Reserve Area.
- 2nd Lt. Carl W. Nelson,  
806 Colonial Ave.,  
Portland, Oregon.  
Western Reserve Area.
- 2nd Lt. John T. L. D. Gabbert,  
1423½ Crescent Heights Blvd.,  
Los Angeles, Calif.  
Sqdn. Off., VF Squadron Four—MR.
- 2nd Lt. Nelson Gaunt,  
114 Third St., N. E.,  
Washington, D. C.  
Eastern Reserve Area.
- 2nd Lt. James E. Webb,  
Oxford, N. C.  
(House Office Bldg., Washington,  
D. C.).  
Southern Reserve Area.
- 2nd Lt. Harry E. Ruby,  
231 N. Lorel Ave.,  
Chicago, Ill.  
Central Reserve Area.

- 2nd Lt. Fred D. Toogood,  
612 Third Ave., S. E.,  
Rochester, Minn.  
Sqdn. Off., VO Squadron Seven—MR.
- 2nd Lt. Edward H. Wright, 3rd,  
Fishers Island, New York.  
Sqdn. Off., VF Squadron Six—MR.
- 2nd Lt. Robert W. Gallaway,  
410 East 57th St.,  
New York City.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Charles C. Parker,  
1047 Walnut St.,  
Newton Highlands, Mass.  
Sqdn. Off., VF Squadron Six—MR.
- 2nd Lt. Parker B. Abbott,  
1606 S. Flower St.,  
Los Angeles, Calif.  
Sqdn. Off., VF Squadron Four—MR.
- 2nd Lt. James T. Howarth, Jr.,  
1148 Dulton Street,  
New Bedford, Mass.  
Sqdn. Off. VF Squadron Six—MR.
- 2nd Lt. Philip H. Crimmins,  
2331 25th Avenue,  
San Francisco, Calif.  
Comdg. Co. "F" 2nd Bn. 25th Reserve  
Marines.
- 2nd Lt. Eric W. Wood,  
118 East 65th Street,  
New York City.  
Sqdn. Off. VO Squadron Six—MR.
- 2nd Lt. Walter F. Kimball,  
2647 Pierce Street,  
San Francisco, Calif.  
Sqdn. Off. VO Squadron Ten—MR.
- 2nd Lt. Lewis D. Parker,  
Noanet Farm, Charles River, Mass.  
Sqdn. Off., VF Squadron Six—MR.
- 2nd Lt. Owen C. Ross,  
4820 S. Figueroa Street,  
Los Angeles, Calif.  
Sqdn. Off., VF Squadron Four—MR.
- 2nd Lt. William R. Via,  
609 Virginia Ave., Va. Hgts.,  
Roanoke, Va.  
Military Police Co. (402nd Co.).  
Sixth Marine Reserve Brigade.
- 2nd Lt. Karl E. Voelter,  
Del Rio Apartments,  
Miami, Florida.  
Sqdn. Off. VF Squadron Three—MR.
- 2nd Lt. Hugh C. Brewster,  
760 Bendix Building,  
Los Angeles, Calif.  
Sqdn. Off. VO Squadron Ten—MR.
- 2nd Lt. James W. Bayne,  
114 N. Washington St.,  
Alexandria, Va.  
Co. "B" 23rd Reserve Marines.
- 2nd Lt. Marcus H. Muller,  
Box 1348,  
Fort Worth, Texas.  
Southern Reserve Area.
- 2nd Lt. John L. Winston,  
346 Madison Avenue,  
New York City.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. William H. Orton,  
5165 Conduit Road, N. W.,  
Washington, D. C.  
Eastern Reserve Area.
- 2nd Lt. Joe E. Fretwell,  
Aircraft Squadrons, WCEF,  
Naval Air Station,  
San Diego, Calif.
- 2nd Lt. Fred N. Burlew,  
1015 North Broadway,  
Santa Ana, Calif.  
Western Reserve Area.
- 2nd Lt. Alan T. Hunt,  
354 North Magnolia Avenue,  
Monrovia, Calif.  
1st Bn. 25th Reserve Marines.
- 2nd Lt. James C. Lewis,  
3416 Haverford Ave.,  
Philadelphia, Pa.  
3rd Bn. 19th Reserve Marines.
- 2nd Lt. Valentine P. Hoffman,  
2617 North 4th St.,  
Harrisburg, Pa.  
Btry. Officer, 1st Bn., 21st Reserve  
Marines (Art.).
- 2nd Lt. Elliot N. Park,  
S. W. 22nd Street and 22nd Avenue,  
Miami, Florida.  
Sqdn. Off. VS Squadron Three—MR.
- 2nd Lt. Reginald L. Brooks,  
360 East 55th Street,  
New York City.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Charles M. Byrd,  
216 South 53rd St.  
Philadelphia, Pa.  
3rd Bn., 19th Reserve Marines.
- 2nd Lt. Charles R. Luers,  
2102 W. 49th Street,  
Minneapolis, Minn.  
Sqdn. Off. VO Squadron Seven—MR.
- 2nd Lt. William J. Wise,  
3519 Chestnut St.,  
New Orleans, La.  
1st Bn. 22nd Reserve Marines.
- 2nd Lt. Burdette Hagerman,  
8020 Montlieu Avenue,  
Detroit, Mich.  
306th Co., 24th Reserve Marines.
- 2nd Lt. John W. Augustine,  
Landover, Md.  
Motor Transport Company,  
Sixth Marine Reserve Brigade.
- 2nd Lt. Franklin Adreon, Jr.,  
357 North Le Brea Avenue,  
Los Angeles, Calif.  
1st Bn., 25th Reserve Marines.
- 2nd Lt. Neil A. Greppin,  
9507 S. Figueroa St.,  
Los Angeles, Calif.  
1st Bn. 25th Reserve Marines.
- 2nd Lt. Louis J. Hoepfner,  
301st Reserve Company,  
Navy Yard, Boston, Mass.  
Eastern Reserve Area.
- 2nd Lt. Roy H. Beird,  
Illinois Bell Tel. Co.,  
212 West Washington Street,  
Chicago, Ill.  
24th Reserve Marines.
- 2nd Lt. James A. Hennessy,  
4707 Connecticut Avenue,  
Washington, D. C.  
Company "C" 20th Reserve Marines.
- 2nd Lt. Ivan R. Edwards,  
1314 15th Street, N. W.,  
Washington, D. C.  
Company "G" 23rd Reserve Marines.
- 2nd Lt. Patrick J. Haltigan, Jr.,  
Arlington Hotel,  
Washington, D. C.  
Company "E" 23rd Reserve Marines.
- 2nd Lt. Bradford Swope,  
2812 34th Place, N. W.,  
Washington, D. C.  
Company "A" 20th Reserve Marines.
- 2nd Lt. George A. Brace,  
1900 F Street, N. W.,  
Washington, D. C.  
Company "E" 20th Reserve Marines.
- 2nd Lt. Robert E. Copes, Jr.,  
Seven Oaks,  
Silver Spring, Md.  
Company "D" 20th Reserve Marines.
- 2nd Lt. Justice M. Chambers,  
921 19th Street, N. W.,  
Washington, D. C.  
Company "F" 20th Reserve Marines.
- 2nd Lt. Henry A. Schweinhaut,  
1010 Vermont Avenue,  
Washington, D. C.  
Bn. Quartermaster, 2nd Bn., 23rd Re-  
serve Marines.
- 2nd Lt. John B. Jacob,  
Aircraft Squadrons, ECEF,  
Marine Barracks, Quantico, Va.
- 2nd Lt. Clyde T. Mattison,  
Aircraft Squadrons, ECEF,  
Marine Barracks, Quantico, Va.
- 2nd Lt. William H. Grevemeyer,  
150 NE 47th Street,  
Miami, Florida.  
Sqdn. Off. VS Squadron Three—MR.
- 2nd Lt. Charles E. Adams,  
1282 W. Grand Boulevard,  
Detroit, Mich.  
Sqdn. Off., VF Squadron Five—MR.
- 2nd Lt. James W. Whitney,  
837 2/5 West 42nd Place,  
Los Angeles, Calif.  
1st Bn. 25th Reserve Marines.
- 2nd Lt. Alexander G. Bunker,  
Aircraft Squadrons, WCEF,  
Naval Air Station, San Diego, Calif.
- 2nd Lt. Birney B. Truitt,  
Aircraft Squadrons, ECEF,  
Marine Barracks, Quantico, Va.
- 2nd Lt. John B. LeClaire,  
Aircraft Squadrons, WCEF,  
Naval Air Station, San Diego, Calif.
- 2nd Lt. Allen F. Van Alstyne,  
Aircraft Squadrons, ECEF,  
Marine Barracks, Quantico, Va.
- 2nd Lt. Thaddeus Terry,  
850 Park Avenue,  
New York City.  
Sqdn. Off., VO Squadron Six—MR.
- 2nd Lt. Jack R. Cram,  
Aircraft Squadrons, WCEF,  
Naval Air Station, San Diego, Calif.
- 2nd Lt. Wallace T. Scott,  
Aircraft Squadrons, WCEF,  
Naval Air Station, San Diego, Calif.
- 2nd Lt. Henry C. Lane,  
Aircraft Squadrons, WCEF,  
Naval Air Station, San Diego, Calif.
- 2nd Lt. Porter M. Hoidale,  
Aircraft Squadrons, WCEF,  
Naval Air Station, San Diego, Calif.
- 2nd Lt. Donald J. King,  
Aircraft Squadrons, WCEF,  
Marine Barracks, Quantico, Va.



2nd Lt. Hamilton D. South, Jr.,  
Aircraft Squadrons, WCEF,  
Marine Barracks, Quantico, Va.

Mar. Gnr. George W. Harbaugh,  
1418 Spruce Street,  
Leavenworth, Kans.  
Central Reserve Area.

Mar. Gnr. William H. Johns,  
1236 Amhurst Avenue,  
Claremont, Calif.  
Western Reserve Area.

Mar. Gnr. Van Allen Hale,  
4373 Larchmont Avenue,  
Detroit, Mich.  
Central Reserve Area.

Mar. Gnr. John L. Clayton,  
649 Gladstone Avenue,  
Detroit, Mich.  
Central Reserve Area.

Mar. Gnr. Frank L. Foster,  
124 High Street,  
Annapolis, Md.  
Eastern Reserve Area.

Mar. Gnr. Walter Aamold,  
191 Duke of Gloucester Street,  
Annapolis, Md.  
Eastern Reserve Area.

Mar. Gnr. Charles H. Hunnell, Jr.,  
119 Gough Avenue,  
Boonville, Ind.  
Central Reserve Area.

Mar. Gnr. William J. Monaghan,  
2428 Lurting Avenue,  
New York City.  
Eastern Reserve Area.

Q. M. Clk. Montie M. Jacobs,  
Keystone Apartments,  
2150 Penna. Ave., N. W.,  
Washington, D. C.  
Service Company, 23rd Res. Marines.

Pay Clerk Otto J. Cass,  
2627 South Dakota Ave., N. E.,  
Washington, D. C.  
Eastern Reserve Area.

Pay Clerk John Szentpetery,  
1458 Fairmont St., N. W.,  
Washington, D. C.,  
Asst. Communications Officer,  
Sixth Marine Reserve Brigade.

Pay Clerk James H. Foley,  
1320 T St., S. E.,  
Washington, D. C.  
Sixth Marine Reserve Brigade.

Mar. Gnr. Thomas C. Chalk,  
137 NW 23rd Street,  
Miami, Florida.  
Sqdn. Off. VS Squadron Three—MR.

Pay Clerk Harry G. Vaughn,  
11 Vernon Street,  
Cherrydale, Va.  
23rd Reserve Marines.

#### Naval Reserve Medical Officers Attached to Marine Corps Reserve Organizations

Lt. Comdr. Don S. Knowlton,  
Columbia Medical Bldg.,  
Washington, D. C.  
Brigade Surgeon, 6th Marine Reserve Brigade.

Lt. Comdr. Walter H. Kerby,  
8715 97th Street,  
Woodhaven, N. Y.  
Regimental Surgeon, 19th Reserve Marines.

Lieut. Jacob Manasses,  
1414 North 15th Street,  
Philadelphia, Pa.  
Surgeon, 3rd Bn., 19th Res. Marines.

Lieut. William L. Schafer,  
511 Prince Street,  
Alexandria, Va.  
Regimental Surgeon, 23rd Reserve Marines.

Lieut. (jg) Howard H. Strine,  
1835 Eye St., N. W.,  
Washington, D. C.  
Regimental Surgeon, 20th Reserve Marines.

Lieut. (jg) Lester M. Lucas,  
1726 Eye Street, N. W.,  
Washington, D. C.  
Dental Surgeon, 20th Res. Marines.

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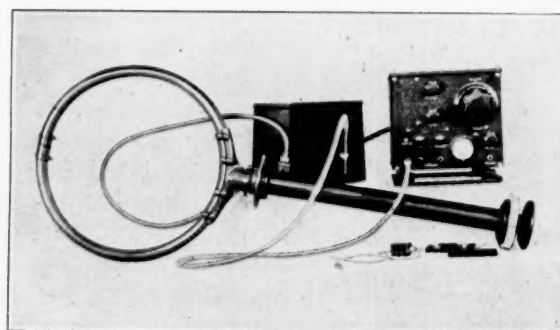


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# Training the Marine Corps Reserve, Summer 1932

BY LIEUTENANT COLONEL J. J. STALEY, U.S.M.C.R.

1. Reserve training this summer was on a more elaborate scale than ever before, over 200 officers and 2,900 enlisted men receiving training.

2. With the very small appropriation available, a total of \$191,000 to cover pay, transportation, subsistence and miscellaneous expense, training camps are restricted to the most suitable locality nearest the home station of the organization concerned, Naval Stations, Marine Posts and State Camp Grounds all being utilized, always taking into consideration costs and the fact that the personnel of our reserve units, who in the most part devote the only vacation they have to military training, must be taken where there is an interesting place to spend their time after duty hours, as unless the training period (vacation, in most cases) is made interesting, play provided as well as work, the day will shortly arrive when no more re-

cruits will be available. The Reservist does not "go over the hill" when assigned an unpopular post, but merely fails to return next year and also keeps his friends from returning.

3. A most interesting and profitable experiment was tried at Marine Barracks, Quantico, Va., before the training period of the Sixth Marine Reserve Brigade. A refresher course of instruction in infantry weapons, minor tactics, and landing problems was held in charge of the Commanding Officer of Troops, Colonel R. S. Hooker, assisted by officers of the Post.

The attendance at this class was twenty officers and seventy enlisted men of the Brigade with the addition of seven field officers, three from the Sixth Brigade and the Commanding Officer of the 19th Reserve Marines, Lieutenant Colonel James F. Rorke, F.M.C.R.; the Com-



Officers of the 1st Battalion, 24th Reserve Marines

Rear row: Lieut. Mooy, Lieut. Hicks, Lieut. Bierd.

Front row: Lieut. Coleman, Lieut. McAtee, Major Winder, Lieut. Mead, Lieut. Matheny.



manding Officer, 1st Battalion, 21st Reserve Marines (Artillery), Major Robert C. Pitts, F.M.C.R., and the Commanding Officer, 1st Battalion, 22nd Reserve Marines, Major Alfred A. Watters, F.M.C.R. The Field Officers attending from the Sixth Brigade were Majors Earl C. Lanes, Harvey L. Miller and Lucian H. Vandoren.

The course was of the greatest value and the regular officers of the Marine Barracks, Quantico, Va., and the Commanding General, Brigadier General John H. Russell, are deserving of the highest praise for their interest in the members of this class. The "Landing Problem" on the last day of the camp was handled entirely by the personnel of the class and directed entirely by Reserve officers using boats on the Potomac and planes to lay the smoke screen. The problem was carried out in an efficient as well as spectacular manner.

How this advanced course of instruction was viewed by the class is best described by one of them:

"Dull and hot the day dragged on. Fitfully the stock ticker registered a few sales. Prices dismally low. Boredom, dullness, heat and no prospect of change. The telephone rings hopefully. Sergeant Hendricks speaking: The Major General Commandant has authorized a special course of training at Quantico, 3rd to 13th August, for a limited number of officers and men of the Sixth Marine Reserve Brigade. Would the captain be able to go? Would he! The scene is repeated in a dozen different offices—lawyer, merchant, clerk—as the Sergeant calls the officers of the Brigade. A detail of only ten commissioned and forty non-commissioned officers was originally authorized. Final figures showed twenty commissioned and seventy non-commissioned actually on deck.

"We were met at the station at Quantico by Major Fegan, who had us marched to our barracks (Palatial by the way). Two hours to shake down and we were off for a ride which for sheer speed and endurance certainly should compare favorably with several of the well known rides of history. For a time Paul Revere seemed to be galloping us down the stretch. Then General Sheridan took a hand. Finally there were moments when

we felt pretty sure Al Capone had worked out some of the details.

"The schedule called for sweet music to wake us at five-thirty in the morning. Commence firing on the range at seven; continue until 10, and at 10:30 class room work until 11:45. From 1 to 4 classes again and from 6:30 to 7:30 special lectures on Bush Warfare, Landing Operations, Rifle and Pistol Coaching, and so forth. The hours were long, the work arduous and the ground to be covered immense. Ears, eyes and brains attuned to market quotations, cost accounting sheets, legal phraseology, suddenly had to wrap themselves around gas cylinder tube retaining pins, barrel extensions and Cutts compensators. Muscles in proud shape for golf or tennis approximated old rubber when stretched by rifle straps or pulled by throwing grenades. In three days we were cripples. In five we were in shape and having the time of our lives.

"While it can be maintained that the time was too short for a thorough grounding in the various subjects covered, nevertheless, it must be admitted that the class individually took down and assembled every infantry weapon of consequence. In addition, everyone had a chance to use the weapons at practice. All had had a book acquaintance with them. Some indeed, veterans of the war, graduates of military schools, had had great experience and were skilled in their operation. There was not one, however, who did not greatly benefit. Lack of equipment to practice with is one of the severe difficulties under which the Reserve operates. To be able actually to see and operate the various weapons was a treat indeed. A man who has dismounted and assembled a piece of ordnance himself will never entirely forget it, even though he can not recite the names of the various parts.

"While the technical knowledge and experience gained looms large, even greater in importance was the chance for direct contact with the regular service. Here was opportunity to spruce up on details. Here was a chance to renew acquaintanceship with the language of the military profession.

"The officers conducting this course were a group of a



Officers Sixth Marine Reserve Brigade



calibre to inspire the dullest laggard to action. Crisp and skillful in the conduct of their classes they made it possible to cover the ground. Patient and friendly, they earned the whole-hearted admiration and respect of their students. In and out of the class room every courtesy was shown us not only by the officers with whom we came in contact through our work, but by every member of the post. Warm hospitality was the pass word. We were made to feel that we were very definitely a part of the picture. Our hope is that we may again have an opportunity such as this. Our hope, too, is that these valuable contacts and friendships may be continued throughout the year, certain to lead to a better mutual understanding of the points of view and problems of the Regular and the Reservist."

June 12th saw the opening of training camps at State Camp, Niantic, Conn.; Camp Beauregard, Alexandria, La.; State Camp Grounds, Sea Girt, N. J.; Navy Yard, Philadelphia, Pa.; Mare Island, Calif.; Marine Corps Base, San Diego, Calif., and Marine Barracks, Bremer-ton, Wash., the largest number of camps of instruction ever held at one time by the Marine Corps Reserve.

(a) At Connecticut State Camp, Niantic, Conn., reported for training the 19th Reserve Marines of New York and New Jersey, accompanied by the 301st Reserve Company of Boston, Mass.; Captain Harry C. Grafton, Jr., Commanding the 302nd Reserve Company, of Rochester, N. Y.; First Lieutenant George F. Doyle (temporarily in command); and the 461st Reserve Company of Portland, Me., First Lieutenant Park K. Rockwell, Commanding. The camp being under the command of Lieutenant Colonel James F. Rorke, F.M.C.R., of Brooklyn, N. Y., who is responsible for the organization of the 19th Reserve Marines. The attendance at this camp was 29 Officers and approximately 600 enlisted men.

(b) At Sea Girt, N. J., the 3rd Battalion, 19th Reserve Marines of Philadelphia, Pa., reported for training. This organization, formerly a part of the 19th Regiment, was, just prior to camp, transferred from that organization and authorized as a separate battalion. This battalion is unique in that every man has a complete uniform

of dress blues, purchased either by himself or from private battalion funds. Attendance in camp was eleven officers and approximately 240 enlisted men. The Commanding Officer is Major Howard N. Feist, F.M.C.R., of Philadelphia.

(c) At the Navy Yard, Philadelphia, Pa., reported for training the 1st Battalion, 21st Reserve Marines (Artillery), commanded by Major Robert C. Pitts. This organization had on its rolls during the training period 9 officers and 100 enlisted men. The story of this period of active duty can best be told in the words of its Commanding Officer here quoted:

The 21st Reserve Marines, a 75mm artillery battalion, attached to the Sixth Marine Reserve Brigade, stepped out of character this year to train as an infantry unit. Previous periods of active duty had been with the 10th Marines (Artillery) but due to their not being scheduled for firing this year, the 21st was deprived of the usual two weeks' artillery maneuvers. Opportunity for concentrated infantry training was welcomed and we were qualified for the duty as all the officers had previous infantry training, and all but two had served with the Marine Corps during the World War.

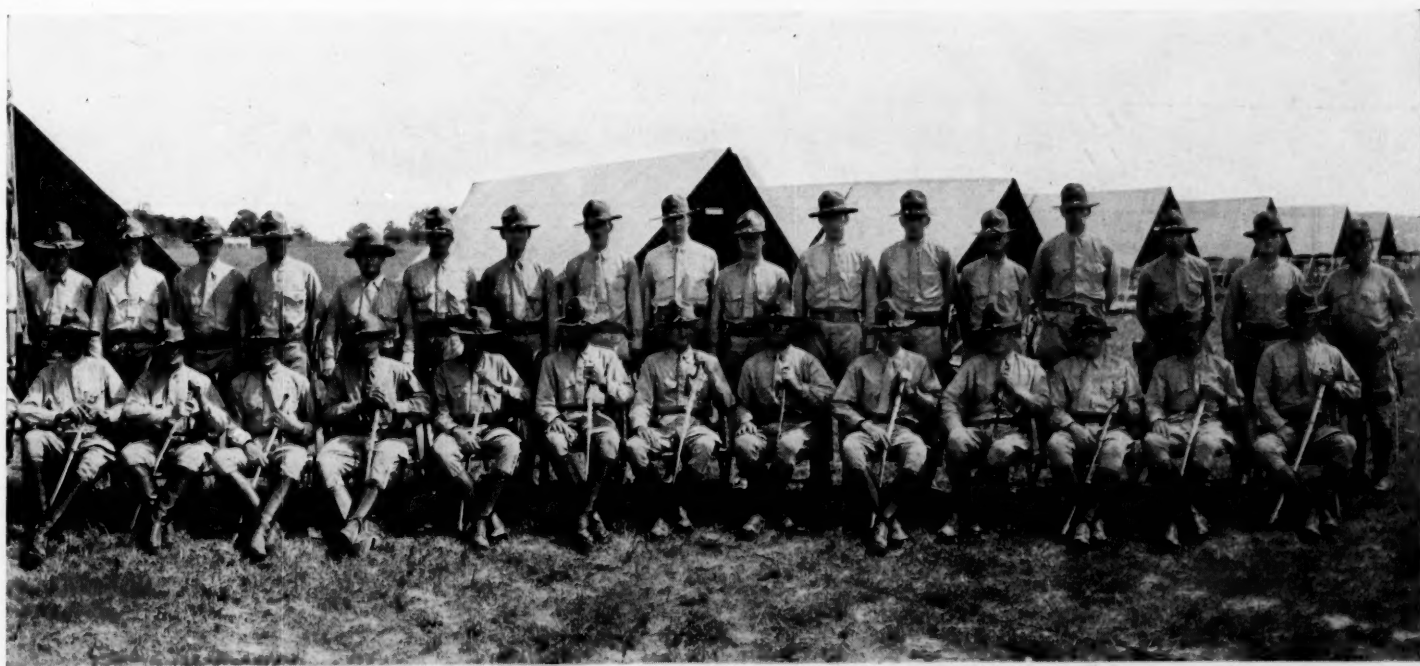
On Sunday, June 12th, the Battalion reported in at League Island Navy Yard in Philadelphia for their two weeks' training as infantry under the supervision of instructors of the Basic School there. The schedule included Military Courtesies, Personal Hygiene, First Aid, Nomenclature of the Rifle, Manual of Arms, Close Order Drill—Squads, Companies and Battalion; Extended Order Drill—Squads, Sections and Platoons; Combat Principles—Squads and Sections; Infantry Pack; Shelter Tent Drill; Guard Mounting; Inspections, and Parades.

Artillery training was confined to Gun Drills, and lectures on "Organization of an Artillery Battalion and Duties of its Personnel" by the Battalion Executive Officer, and "Tactical Employment of Field Artillery" by the Battalion Commander.

The Officers were given additional instruction by members of the staff of the Basic School in Infantry Tactics; Map Making, and Nomenclature of the Machine Gun.

On June 25th we stood relieved from active duty and left the Yard feeling that although sold 100 per cent on artillery, our tour as an infantry unit had been a most pleasant and instructive one, regretting only the inability to have had firing with the .30 caliber rifle.

(d) At Camp Beauregard, Alexandria, La., reported for training the 1st Battalion, 22nd Reserve Marines of



Annual Encampment, Camp Pollard, Va., 1932

New Orleans, La., Major A. A. Watters, F.M.C.R., Commanding, with 11 officers and 240 enlisted men. This was the second time this outfit camped at Beauregard and, as before, made a most favorable impression on all observers, regular Army, Marine Corps and National Guard.

(e) On the West Coast there was much activity. With the exception of the 316th Reserve Company of Seattle, Wash., Captain Clarence H. Baldwin, F.M.C.R., Commanding, the West Coast organizations performed their first tour of training duty this year. During the year the Major General Commandant authorized the formation of the 1st Battalion, 25th Reserve Marines at Los Angeles, Calif., and the 2nd Battalion, 25th Reserve Marines at San Francisco. The former under the command of Major John J. Flynn, the latter under the command of Major Frederick M. Bock, Jr. They both made a most creditable showing in camp and drew favorable comment from the observing officers. These units trained at Marine Corps Base, San Diego, and Navy Yard, Mare Island, respectively, the Seattle Company going to Bremerton, Wash.

(f) Following this came the training period of the Navy Yard Guard Reserve Detachment (462nd Co.) at Navy Yard, New York, Captain Bernard S. Barron, F.M.C.R., Commanding, a new departure in reserve units. It is hoped when funds become available to increase the number of Navy Yard Guard Reserve Detachments, allowing to each Navy Yard a sufficient number of men to take over the duty in case of emergency thus releasing the regular personnel for expeditionary duty.

(g) The 24th Reserve Marines, Major Chester L. Fordney, F.M.C.R., Commanding, composed of units located in Chicago, Milwaukee, Detroit, Decatur and Toledo, trained at Naval Training Station, Great Lakes, Ill., July 31 to August 13, 1932, a total of 20 officers and 438 enlisted men. A very fine showing was made by this unit, the Board of Observers reporting most favorably on the work of this organization.

(h) The Sixth Marine Reserve Brigade, 62 officers and approximately 1,000 enlisted men again trained at

Camp Pollard, Virginia Beach, Va. The training schedule though requiring the most active interest on the part of the personnel, was successfully carried out. Observers, Regular Army, Marine Corps and National Guard, were very complimentary in their comments. In this organization all members pay annual dues which are used for armory upkeep, entertainments and welfare of the command.

As previously stated, a training class at Quantico most beneficial and interesting to all who attended was added this year to the usual routine of training camps. The authorization of this period of instruction at a time when due to lack of funds it was impossible to put into operation many plans that would be of benefit to the Reserve due to plain lack of the necessary money to do it with has occasioned some comment. It is a matter well understood in the Sixth Brigade that everything, training duty, equipment, ammunition, etc., all costs real money and is not a matter of signing a requisition and that if extra instruction is to be obtained a saving must be effected in some other manner.

The training course (refresher or advanced course) as given this year at Quantico immediately prior to the annual encampment of the Sixth Brigade cost approximately \$3,500.00. Last year, summer 1931, the pay of enlisted men, Sixth Brigade, for annual training averaged \$19.17 per man; this year, due to the greatest care being exercised in the promotion and appointment of non-commissioned officers and careful check to prevent a higher proportion of non-commissioned officers than are authorized for the regular Marine Corps based on the proportion allowed in Marine Corps Manual being made and these on actual strength as shown by camp attendance and not strength at home station the cost was reduced to \$14.19 per man. Another item of economy, the average cost, pay officer, attached to the Brigade for the period of training is \$96.42 for Marine Officers, \$98.49 Naval Officers (doctors) or an average of \$97.12, compared with \$124.00 per officer for the entire Reserve.

In other words the cost of the refresher course was saved at least twice over.



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# Native Officers Corps, Guardia Nacional De Nicaragua

By LIEUTENANT COLONEL ROBERT L. DENIG, U.S.M.C.

■ On January 2, 1933, the United States Marine forces will be withdrawn from Nicaragua, where for nearly six years they have been in occupation and developed the Guardia Nacional.

On this date, which is the day after the newly elected President takes office, Nicaragua will be faced with taking over and maintaining an efficient military and peace organization which the Marines have built up with great patience and sacrifice for the protection of the Republic.

Just how Nicaragua will carry on "on its own" after the departure of the Marines is a matter of discussion at the present among persons familiar with the country. Probably the most important task of the Marines in that Central American country has been the organization of its Guardia Nacional de Nicaragua, a combination of police and National Army, which has been a boon to the progress of the country.

The Guardia Nacional de Nicaragua had its inception at a conference between Mr. Stimson, special representative of President Coolidge, and General Moncada, the present President, held at Tipitapa, a village at the eastern outlet of Lake Managua. At this conference, the second held within one week, hence known as the Second Tipitapa Agreement, it was decided on 11 May, 1927, that the United States would assign American officers to train and command a national constabulary. This new force was to be given the mission of conducting a fair election. To this end it had to prevent the intimidation of the voters and fraud at the polling booths, so it would have to be nonpartisan in composition.

This agreement made it necessary to disband and abolish the Nicaraguan National Army. On 12 May, 1927, a Colonel of the Marine Corps was appointed Jefe Director in pursuance to a request from the Nicaraguan Government. Work was at once initiated in the enlistment, organization and training of this force. The original enlistments were from the Hacienda Guards and Urban police and only numbered a few hundred.

On December 22, 1927, an agreement was entered into between the United States and Nicaragua for the establishment of the Guardia. Nicaragua undertook to create without delay an efficient constabulary, composed of Native Nicaraguans, and the United States, by the loan of commissioned and non-commissioned officers of the Marine Corps and Navy, undertook the task of organization and training.

This organization was to be the sole military and police force of the Republic, with full powers conferred upon it of preserving domestic peace and security of individual rights. In its charge was placed all fortifications, buildings, grounds, prisons, penitentiaries, vessels, and other government property, formerly used by the National Army, Navy and Police Force. Control was vested in the President of Nicaragua.

The Guardia Agreement put the original strength at 93 officers and 1,136 enlisted men, under the belief that when the then existing civil war terminated this force would be of sufficient strength to handle all police matters.

This preliminary estimate was too low, as the civil war was replaced by a condition of anarchy in which armed bands roved over the countryside committing depredations. Later these bands were organized by Augusto Sandino into a more or less cohesive force, which he ruled from various headquarters in Nueva Segovia with some success. The presence of United States Marines in Nicaragua was used by these bandit forces as a pretext to justify their raids on the peaceful inhabitants and foreigners.

To meet this situation the Guardia on October, 1930, was increased to a total strength of 2,256. Of this number 72 officers and 1,000 enlisted was at all times to be kept in the bandit infested area of the Segovias. In practice this number has always been exceeded.

Due to financial exigencies the strength was soon after reduced, but increased waves of banditry and the withdrawal of Marines from the outlying posts made it necessary to increase its numbers until it stabilized at about the following strength (July 16, 1932):

	Line	Radio	Medical	Men	Total
Northern Area	57	9	6	624	696
Central Area	54	6	4	622	686
Eastern Area	25	4	3	292	324
Southern Departments	51	-	4	413	468
Depts. Managua & Carazo	47	4	6	145	202
City of Managua	20	-	-	160	180
TOTALS	254	23	23	2,256	2,556

In addition to the regular Guardia force there has grown up since the latter part of 1930, three separate auxiliary forces. Their organization was primarily due to a desire to augment the Guardia in order to more thoroughly control the areas in its charge. Financial difficulties prevented the permanent enlistment of more men. The President, however, from a fund voted him by Congress for the defense of the Segovias, set aside a portion (after pressure), to pay for a force called Auxiliaries. They were originally enlisted for three months and placed under Guardia command. Except for the short term of enlistment they are Guardia. Their original enlistment has long since expired, but they are kept in service as long as money is forthcoming for their pay, clothing, rations, and equipment. Their distribution is as follows:

Department of Leon	85
Department of Chinandega	65
TOTAL	150

A second force is known as Civicos. This force is unpaid and is composed of the more reliable men of



the neighborhood. It was brought into being with the idea of having ready at hand a group of citizens who would help in the defense of the town, take the trail with combat patrols and even take over the entire defense of the place, thus releasing the regular Guardia for field work. It also identified the principal people of the "plaza" with anti-bandit measures. The Civicos have given excellent service. In cases of emergencies they report at the Guardia Station, are issued arms and place themselves temporarily under Guardia Control.

The third group are the Municipal Police. All the important cities and towns had guardia detachments for which they made no direct contribution, although these Guardia were primarily engaged in urban police work. The spread of banditry in the rural districts made it incumbent to send more troops in the field. Early in 1931, Guardia Municipal were recruited in each town that had agreed to support such a force. The terms of the Guardia Agreement placed them under the Guardia Nacional, though attempts were made to have them a purely separate organization, in some cases to be subject to the command of the Jefe Políticos, and in others, to the Alcaldes, in which case they would be used for partisan purposes. These police are Guardia in every sense of the term, except that they live in their own homes and cannot be taken out of the municipality which supports them.

Their distribution in July, 1932, follows:

City of Managua .....	49
Cities in Depts. of Managua and Carazo .....	38
Cities in Dept. of Leon .....	42
Cities in Dept. of Chinandega .....	37
Cities in Depts. of Granada and Masaya .....	45
Cities in Dept. of Bluefields .....	14
Cities in Dept. of Rivas .....	15
Cities in Dept. of Chontales .....	12
City of Matagalpa .....	9
City of Esteli .....	2
City of Jinotega .....	8
<b>TOTAL .....</b>	<b>271</b>

The Guardia and its auxiliaries are equipped as infantry, with its main arm, the Krag rifle, and in addition thereto, with 474 automatic arms, about half being the property of the Marine Corps.

Communications are maintained by use of the government telegraphs, and 16 radio sets loaned by the Marine Corps.

A great deal of transportation is furnished in addition to combat work by Marine planes. These three items, arms, radio and planes, will be a most important factor in the final turn-over, as the Nicaraguan Government will have to replace these at a large expense or else materially curtail the operations of the Guardia.

In February, 1931, the American State Department announced the gradual withdraw of marines from Nicaragua, and the final evacuation of all Marine and Naval personnel from Nicaragua following the national election in the fall of 1932. Subsequently, the final date was set as of 2 January, 1933.

This decision resulted in the speeding up of plans for the turning over of the Guardia to Nicaraguan officers. From the first inception of the Guardia, plans were formulated to replace American officers by Nica-

raguans, who should have shown by their conduct and examination that they were fit for command.

In 1929, there were several native officers in the Guardia who had held commissions in the Voluntarios, an auxiliary force organized in 1928 for operations in the Segovias in conjunction with Marine and Guardia troops.

Early in 1930 a class of nine Nicaraguans, who had been commissioned to try the Telpaneca mutineers, were given a three months' course of military instruction and assigned to duty in the northern areas. They as a class did not reach up to the expectations placed in them. Having been originally commissioned for a specific purpose, and not for military duty, they soon displayed the fact that they were not temperamentally fitted for life in the lonely detached posts of the Segovias.

With this class was commenced the Military Academy, located in Managua. The plans called for a school year of nine months with a period of approximately one month active service in the field with patrols against bandits. The month in the field resulted in the weeding out of all those physically or mentally unable to stand the strain. Two classes were enabled to take this full course, before it was found necessary to cut the period of instruction, due to the decision to withdraw all Marine forces by January, 1933.

Cadets for the Military Academy are procured from the ranks of deserving non-commissioned officers of the Guardia and from civil life. All names are submitted to the Jefe Director with supporting papers from influential citizens. Each candidate is then investigated by the nearest Guardia officer. The Guardia Headquarters then prepares a list of the desirable candidates and submits it to the President for his approval. The President examines this roster, paying particular attention to family connection and political affiliations. After a final examination the class is formed and starts on its course of instruction.

The Military Academy is conducted by Marine officers and embodies the following courses:

- (a) *Department of Military Science*, Military exercises, Ceremonies and Inspections. Guard duty, minor tactics, Equitation.
- (b) *Military Intelligence*, Hygiene, First Aid, Military Courtesy, Manual of arms, Care of uniforms, business of being an officer.
- (c) *Infantry Arms*, Care and handling of rifles, pistols, automatic weapons and grenades.
- (d) *Engineering Department*, Military engineering, construction and maintenance of roads. Topography and map reading, signals and communications.
- (e) *Law*, International Law, Civil and Penal codes, Study of the Guardia Nacional—its establishment, regulations, etc. Courts-martial proceedings.
- (f) *Accounting Department*, Bookkeeping—duties of district commanders and administration of prisons.
- (g) *Physical Education*, Exercise with arms, callisthenics, bayonet drills.
- (h) *Academic Department*, Study of English and elementary mathematics.

When it was decided to withdraw all Marine commissioned and non-commissioned officers from the Guardia by early January, 1933, the course was curtailed in some respects and speeded up in others in order to be sure that sufficient trained Second Lieutenants be available to fill the vacancies caused by this

move. The classes were increased in size and additional funds were appropriated to carry out the new plan.

In July, 1932, the officer strength of the Guardia totaled 303, composed of the following classes:

Marine Corps, line.....	162
Marine Corps, radio.....	22
Navy Medical Corps.....	20
Nicaraguan, line.....	96
Nicaraguan, medical.....	3
TOTAL.....	303

All of the native officers, except four, hold the rank of second lieutenant; the others are first lieutenants. In addition to the above there is a class of eighty cadets now attending the Military Academy. This class is expected to graduate and be commissioned in December, 1932.

If the officer strength is to remain at the same figure as at present, one hundred and twenty-four (124) more officers must be found, and all the higher grades will have to be filled.

Considering line officers only, the situation at present is set forth below:

Rank	Authorized	American	Native	Vacancies to be filled
Major Generals.....	1	1	0	1
Colonels.....	6	6	0	6
Majors.....	7	7	0	7
Captains.....	30	30	0	30
1st Lieutenants.....	44	40	4	40
2nd Lieutenants.....	150	54	96	54
	238			

The existing native officers and the class to be graduated will probably care for the lieutenant's grade and possibly the captain's, provided the officers' strength is cut down. The real difficulty comes in the field ranks. These, without question, will be from deserving politicians, and eventually will all be of the party in power.

It was planned to turn over the smaller commands (district) to Nicaraguan officers on December 15, 1932, and the higher commands (Areas, Departments, and General Headquarters) to the officers designated by the newly elected President upon his assuming office. This was based on the assumption that enough American officers would remain a few months after the evacuation in order to assist the new appointees in their duties.

The decision to withdraw all American officers on 2 January, just one day after the new President takes office, called for a radical change in the plans for relief. The interval during which Nicaraguan officers have taken over authority in the field with American personnel still in command and responsible for the Guardia, as a whole, would have to be reduced to a minimum. Furthermore, Americans should be relieved at the latest possible date in order to leave Managua with the main force. The time between the final turning over of the Guardia and the final evacuation should be made as short as practicable.

This calls for getting the Nicaraguans in the field as soon as possible after November 4th and assembling all Americans now in the Guardia at Managua by the middle of December.

To do this, Nicaraguans would have to be promptly appointed to the senior grades. This has proved to be the stumbling block, as politics control the appointments in what was hoped to be a non-partisan military force. Political differences go hand-in-hand with bitter personal animosities, and the party in power need not consider public opinion, so long as it retains the support of the armed forces and the office holders.

It has developed that the appointment of senior officers is a purely political function. Political and family affiliations are carefully examined and have to be above reproach before appointment.

There is hardly any possibility of appointments in the higher grades being made before the 4th of November, when the President-Elect is known, and the probabilities are strong that they will not be made until 1 January, when the new President takes office.

Should the President appoint officers to the higher command ranks, the new President would almost certainly revoke the commissions. Furthermore, no one would accept appointment without assurance that it would be made permanent by the incoming President and such assurance would be impossible to give. Thus, changes would be made at the very time that stability is most needed, and the smooth working of the Guardia would be completely wrecked.

A plan to overcome the refusal of the President to appoint officers to the key positions is to have the presidential candidates of both parties prepare lists of names made up of members of both parties who would be acceptable to him. Immediately after the election has been decided the President to be requested to appoint those on the list of the President-elect. These new officers would then work with the American officers until the new President takes office, when he will make their commissions permanent. Both candidates by this plan would have to pledge themselves to continue the appointees in office.

Politics being what they are in Nicaragua, the parties being first and last for themselves, such an agreement might be difficult to get, and the President may or may not appoint those designated by the President-Elect, especially if he is of the opposite political belief and the names be of those whose families are not to his liking.

At best, there is sure to be a shake-up in the Guardia; it will soon become a partisan force, used to further the party in power.

*Among the  
many good things  
in the Corps*

Grape-Nuts  
Post Toasties  
Post's Bran Flakes  
Grape-Nuts Flakes  
Post's Whole Bran  
Maxwell House Coffee

Jell-O  
Log Cabin Syrup  
Calumet Baking Powder  
Walter Baker's Chocolate and Cocoa

PRODUCTS OF  
GENERAL FOODS

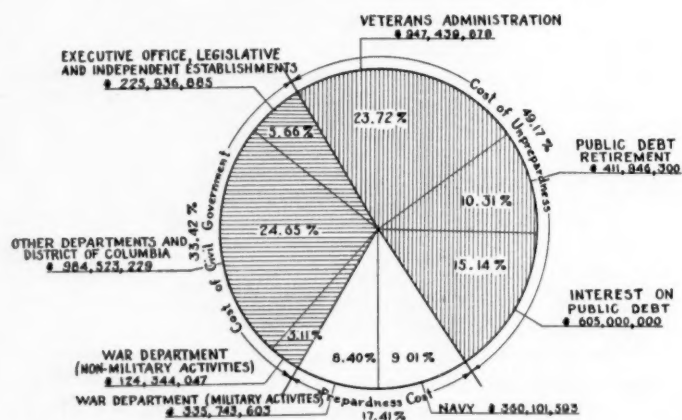


## Something to Think About

■ The Bureau of Navigation, Navy Department, has recently distributed to the service the following information under the title "Federal Appropriations":

Officers frequently hear loose talk concerning costs of our "swollen military establishment." One often hears expressed the glittering generality that 70 per cent of our Federal appropriation is expended for "Wars—Past, Present, and Future." The Bureau is publishing, as of undoubted interest to officers, a diagram showing the division of Federal Appropriations for the fiscal year 1932.

Included in the 70 per cent which is often so loosely attributed to the military establishment are the Veterans Administration, Public Debt Retirement, Interest on Public Debt and the Army and Navy.



Federal Appropriations (less Postal Revenues) 1932, \$3,995,535

This diagram indicates a proper division. The Veterans Bureau, Public Debt Retirement, Interest on Public Debt are charged to "Cost of Unpreparedness." This sum, 49.17% of our entire Federal Appropriations, is a direct outgrowth of the World War. It contributes not one iota to the Military Establishment of the country in money, efficiency or protection against aggression. The need for this huge sum which is expended annually from our Federal Treasury is traceable directly to lack of preparedness in the days leading up to the World War.

About two years ago, Brigadier General George Richards, U. S. Marine Corps, in addressing on April 14, 1930, the Convention of the National Society of the Daughters of the American Revolution, said in part as follows:

The noble work you so efficiently perform is keeping before the people of our country the example of the patriotic spirit of our founding fathers commands our constant admiration. It is most important that respect for the principles for which they contended shall continue to live in the hearts of the American people. Especially is this true with regard to one of these principles, the need of adequate National Defense, a need your society so warmly endorses. George Washington on January 8, 1790, spoke to the first Congress in the United States on this subject in these words:

"Among the many interesting objects which will engage your attention, that of providing for the common defense will merit particular regard. To be prepared for war is one of the most effectual means of preserving peace."

Fortunately for America our wars have all been successful ones. What they cost came from our own people. What we now pay on their account returns to their pockets. A very different condition obtains with countries after unsuccessful conflicts. Germany today pays annually on account of the World War, according to some statistics recently compiled, the accuracy of which, I believe, cannot be successfully controverted, apparently one-half of each dollar expended nationally. Three-quarters of the total goes to some of her former enemies, reducing to that extent Germany's national wealth. Germany is able to reserve of that dollar only 42 cents for governmental administration, public improvements, and social service. But the remarkable fact these figures indicate is, that Germany under the restrictive terms of the treaty pays now of that dollar 7½ cents for National Defense. America, from every national dollar of expenditure, that is to say the expense of federal, state, and local government, pays 15.9 cents for past wars—namely 10.7 for service of our debt and 5.2 cents for the care of our veterans, and reserves 79.2 cents for governmental administration, public improvements, etc., almost twice what Germany is permitted so to spend. America allots 4.9 cents for National Defense, one-third less than does Germany, a nation supposedly disarmed, whose national wealth approximates one-fifth of ours, with a population approximately one-half of that of these United States.

The American standard of living with the American wage is the highest of all nations. Our population approximates six per cent of the earth's inhabitants, controlling a like proportion of the earth's area, but an area that includes a vastly greater proportion of its arable lands and other economic resources. America produces, of the world products, 80% of the petroleum and corn, 60% of the copper, 50% of the iron, coal, and cotton, 25% of the wheat, 20% of the meat, and 10% of the wool. We sell to other national 15.6% of the world exports and receive 11.7% of its imports. These are conditions that produce in America its high standard of living. That standard we maintain under a certain economic policy, a policy, broadly speaking, in effect that other nationals shall not freely share with us in these material benefits. That policy sets up barriers against other nations and their nationals in order that we may maintain our living standards for ourselves. Among these barriers there may be mentioned, exclusion acts, immigration regulations, tariff, and like laws. Other nations respect these barriers not because they are American laws but because they believe we are equipped with sufficient power to enforce them. Their belief will rest, in the final analysis, upon the actual condition of that part of our economic organization of government known as The National Defense. Its broad purpose, in this relation, is to maintain in peace and for ourselves our peculiar American living standards and wages; its ulterior object is that should war, unhappily, be thrust upon us, we shall find ourselves so equipped, in military supplies and men, under experienced competent leaders, that the burden of meeting the cost of an unsuccessful war, like that under which Germany now labors, shall not be the misfortune of our children and our children's children.



# Synopsis of Economy Act Decisions

Compiled by CAPTAIN LEON L. DYE, U.S.M.C.

■ The following is a synopsis of the decisions of the Comptroller General on questions involved in the application of the Economy Act of 30 June, 1932, to the military services:

## 1. Furlough, under Section 101 (b) of the act:

(a) Eight and one third (8-1/3%) percent will be deducted from each officer or employee to whom Section 101 (b) is applicable on each payroll or voucher, regardless of whether he has or has not been absent during the period. (Comptroller General's decision, A-43276, 8 July, 1932.)

(b) When an officer is absent on furlough for more than one working day during a semi-monthly pay period, or two working days during a monthly pay period, additional deduction will be made for the excess absence at the rate of 1 1/4 days' pay or 4-1/6% of monthly compensation for each working day of such absence—fractional parts of a day to be considered as a day for this purpose. (Comptroller General's decision, A-43276, 8 July, 1932.)

(c) When pay has been deducted for 24 working days at the rate of 1 1/4 days' pay per day (one month's pay), no further deduction will be made on account of furlough under Section 101 (b), but any additional absence, except on sick leave or military\* leave, will be regarded as absence without pay and charged for in accordance with rules and regulations heretofore applicable to such cases. (Comptroller General's decision A-43276, 8 July, 1932.)

(d) An employee's absence from duty for the entire month of a 31-day month, wherein 25 working days are involved, constitutes an absence for one calendar month, which is the length of furlough prescribed by Section 101 (b) of the Act of June 30, 1932. Accordingly the absence of such employee on the 31st day of the month will not have been an "unauthorized absence" within the meaning of the Act of June 30, 1906, 34 Stat. 763. (Comptroller General's decision, A-43481, 26 July, 1932.)

(e) If, at the time an employee is separated from the service, the total amount of legislative furlough deductions exceeds 1 1/4 days' pay for each working day's absence on furlough and, also, exceeds 1 1/4 days' pay for each semi-monthly pay period since July 1, 1932, the amount of such excess will be for refunding to the employee or to his estate. But in no case will there be a refund where the total of such deductions does not exceed 1 1/4 days' pay for each working day absent and does not, also, exceed 1 1/4 days' pay for each semimonthly pay period since July 1, 1932. (Comptroller General's decision, A-43554, dated July 28, 1932.)

(f) Where an employee's first absence on furlough during the fiscal year 1933 is for a straight calendar month, that absence will constitute the

full period of his legislative furlough and no pay will accrue therefor but there will be credited to him in computing the deductions for the furlough time actually taken, the amount previously deducted at the rate of 2 1/2 days' pay per month on account of furlough not taken. (Comptroller General's decision, A-43481, July 26, 1932.)

(g) It is imperative from the standpoint of the Government that the deductions from compensation be made either in advance or currently with the taking of the furlough, and the amount thus deducted impounded without placing an additional burden on the Government by seeking to make collections later. . . . Therefore, there is no administrative discretion in the matter of making deductions from compensation for legislative furlough time in accordance with the procedure prescribed in the general decision of July 8, 1932, *supra*. (Comptroller General's decision, A-43701, August 3, 1932.)

(h) Regardless of prior checkages, the normal deduction of 2 1/2 days' pay (or 8-1/3%) continues each month until a total of one month's pay has been deducted. (Comptroller General's decisions, A-43554, July 28, 1932, and A-43628, August 3, 1932.)

(i) In any case where an employee is furloughed for "one calendar month," that is, July, August, etc., there should be no payment of compensation on the semi-monthly pay day. The statute specifically provides that an aggregate of 24 working days shall be considered the equivalent of one calendar month only when the furlough is taken in periods of less than one calendar month. Therefore, the minimum deductions of 1 1/4 days' pay during a pay period and additional deductions at the same rate for more than one day's absence on furlough do not apply to employees who take their entire furlough in one period of a full calendar month. (Comptroller General's decision, A-43612, August 4, 1932.)

(j) The provision in section 101 (b) of the Economy Act that Saturday shall be counted as one-half day is applicable only when computing the 24 days' legislative furlough. Any absences on Saturday in excess of the 24 days' legislative furlough will be counted in accordance with the decisions and regulations in force prior to July 1, 1932, relative to absences in a nonpay status. (Comptroller General's decision, A-43585, August 5, 1932.)

(k) An employee who takes the entire month of July on legislative furlough, which contains only 22 1/2 working days, may not be allowed 1 1/2 additional furlough days without further deductions from compensation. (Comptroller General's decision, A-43732, August 5, 1932.)

(l) Per annum employees are entitled to compensation for Sundays and holidays during furlough time taken in periods of less than one calendar month, but after the entire 24 days' working time has been exhausted, the usual rules for computing deductions for periods of absence without pay are for application. (Comptroller General's decision, A-43618, August 9, 1932.)

\*The military leave here mentioned has reference to leave of civil employees of the National Guard or Reserve to attend military training camps, etc.

(m) Since the furlough absence from August 3 to September 2, both dates inclusive, is an absence of "one calendar month" within the meaning of section 101 (b) of the Economy Act, it is to be treated as such for deduction purposes regardless of the number of working days included therein. Accordingly, in specific answer to the questions presented, you are advised that there should be checked against the officer's August pay account 28/30ths of a month's pay, and against his September pay account 2/30ths of a month's pay, with credit, of course, for any furlough deductions previously made, it being understood there was no absence from July 1 to August 2, 1932. (Comptroller General's decision, A-43983, August 25, 1932.)

(n) Within the meaning of section 101 (b) of the Economy Act, the legislative furlough of "one calendar month" may begin on any day of a calendar month, and end on the day in the succeeding calendar month corresponding to the date in the preceding month from which the computation began. (Comptroller General's decision, A-43877, August 25, 1932.)

(o) If an employee is granted legislative furlough of one-half a day, for which one and one-fourth days' pay is deducted, he may be granted the other one-half day's legislative furlough without further deduction from his compensation. (Comptroller General's decision, A-44487, September 20, 1932.)

2. "Annual leave" under Section 103 of the act:

(a) The term "annual leave" refers to all "vacation" leave of absence with pay authorized by law and/or regulation for each year, whether based on the calendar, fiscal or service year, for the personal pleasure, convenience, or benefit of the officer or employee, but does not include sick quarantine and military leave. (Comptroller General's decision to Public Printer, A-43056, July 8, 1932.)

(b) Section 103 of the act is applicable to military personnel, except enlisted men; and suspends, during the fiscal year 1933, all rights to receive leave of absence with pay other than absence due to sickness, including "ordinary leave" and "leave on half pay," notwithstanding such leave may have accrued prior to July 1, 1932. (Comptroller General's decision, A-43204, July 14, 1932.)

(c) The Superintendent, U. S. Military Academy, professors, assistant professors, instructors, other officers, and cadets of the U. S. Military Academy, midshipmen of the U. S. Naval Academy, and officers on duty exclusively as instructors at the service schools, during the summer vacation or suspension of their ordinary academic or school duties, are not on "annual leave of absence" within the meaning of Section 103 of the statute. Leave of absence with pay for such personnel during the period when service is required is prohibited. (Comptroller General's decision, A-43204, July 14, 1932.)

(d) Leave of graduates of the U. S. Military Academy (known as graduation leave) after being commissioned as Second Lieutenants is "annual leave with pay" within the meaning and intent of Section 103 of the statute and all rights thereto are suspended during the fiscal year 1933. (Comptroller General's decision, A-43204, July 14, 1932.)

(e) The right to so-called military leave for periods of military training of civil employees who are members of the National Guard or Reserve is not affected by Section 103 of the statute, as it is considered merely a release from duty in one position for the performance of duty in another under a statute providing specifically that it shall be without loss of pay. (Comptroller General's decision, A-43204, July 14, 1932.)

(f) Section 103 precludes members of the Army and Navy Nurse Corps receiving less than \$1,000 per annum from receiving leave with pay, except for absence due to personal illness. (Comptroller General's decision, A-43204, July 14, 1932.)

(g) Sick leave or absence due to personal illness is held NOT to be annual leave of absence with pay within the meaning of Section 103 of the act, and the rights thereto have not been suspended during the fiscal year 1933. (Comptroller General's decision, A-43204, July 14, 1932.)

(h) Officers retired for physical disability may, prior to retirement, be granted sick leave or leave due to personal illness with active duty pay during the fiscal year 1933. (Comptroller General's decision, A-43204, July 14, 1932.)

(i) Officers retired upon their own application after 30 years' service, officers retired by reason of failure to qualify physically for promotion, and officers to be retired at 64 years of age, may not be granted leave of absence with active duty of pay prior to retirement during the fiscal year 1933. (Comptroller General's decision, A-43204, July 14, 1932.)

(j) Foreign service officers and employees in the United States on July 1, 1932, on leave of absence, in view of the suspension of all leave with pay during the fiscal year 1933, are automatically in a non-pay status beginning July 1, 1932, and will remain so during all time absent from their posts of duty on leave; but will resume a duty and pay status upon the dates they begin their return trip to their posts of duty, provided there be no unnecessary delay in completing such trip. (Comptroller General's decision to the Secretary of State, A-43339, July 20, 1932.)

(k) The right to pay for transit time is granted by law or regulations only as an incident to and in connection with annual leave of absence with pay, and as all annual leave of absence with pay has been suspended during the fiscal year 1933, it follows that all rights to transit time pay under the law or regulations likewise are suspended during the fiscal year 1933, except as above stated. (Comptroller General's decision, A-43339, July 20, 1932.)

(l) As Section 103 of the Economy Act of June 30, 1932, suspends all leave of absence with pay during the fiscal year 1933, an Army nurse on leave from June 2 to July 11, 1932, was automatically on leave without pay July 1, 1932, and was not entitled to either pay or allowances until her return to a duty status. (Comptroller General's decision, A-44071, August 22, 1932.)

(m) A naval officer ordered to his home to await orders with notice that he will be retired upon a specified date at which time he will be relieved from all active duty in the U. S. Navy, is thus granted a



leave of absence from the time he reaches his home until his retirement becomes effective and may not be paid any compensation for that time. (Comptroller General's decision, A-44030, September 1, 1932.)

(n) If no duties, other than during the school session, are required of naval officers assigned as instructors at private universities or those in attendance upon a course of instruction, as authorized or required by law, the period when no service may be performed when the school is not in session, does not constitute "annual leave of absence" and the rights or privileges thereto are not affected by the provisions of section 103 of the Economy Act. (Comptroller General's decision, A-43204, September 13, 1932.)

3. *Section 104 of the act.—Definitions:*

(a) Contract Surgeons are not within the exception (11) of paragraph (a) of this section, and there is nothing in the statutes, or the regulations and contracts precluding the reduction of the existing rate of their compensation. (Comptroller General's decision, A-43204, July 14, 1932.)

(b) During the fiscal year 1933, any officer whose total pay and allowances are limited under the provisions of Section 8 of the Pay Readjustment Act of June 10, 1922, would be entitled to receive during one month's legislative furlough without pay, only that portion of the maximum rate per annum which represented allowances. That is, the maximum applies to pay as heretofore fixed. (Comptroller General's decision, A-43204, July 14, 1932.)

(c) As the amount of allowances for quarters, heat and light and subsistence to military and naval officers is dependent upon the receipt of the base pay of a certain period, no officer may receive either increased pay or increased allowances by reason of his passing into a higher pay period during the fiscal year 1933. (Comptroller General's decision, A-43444, July 25, 1932.)

4. *Section 105 (d) (6), Compensation Reductions:*

(a) Under this section, officers of the National Guard and officers of the Reserve during periods of active duty for training are subject to 8-1/3 per cent reduction in compensation.

(b) Application of the legislative furlough of 30 calendar days to the various classes of personnel is an administrative problem. Section 105 (d) (6) of the act provides for a percentage reduction in compensation for officers and employees occupying positions, the nature of the duties and periods of work of which make it impracticable to apply the 5-day week or legislative furlough. (Comptroller General's decision, A-43204, July 14, 1932.)

(c) Field training pay of National Guard officers, including warrant officers, being the same as that of officers of the Regular Army, of the same rank and length of service, is reduced accordingly by 8-1/3 per cent.

As armory drill pay, and administrative function pay of officers of the National Guard, may not exceed \$1,000 per annum, such compensation is not affected by the Economy Act. (Comptroller General's decision, A-43785, August 9, 1932.)

5. *Section 106—Reduction of Retired Pay:*

(a) When reducing retired pay as required by section 106 of the Economy Act, that of enlisted men entitled to retired pay of warrant officers because of commissioned service during the World War should not be reduced below the amount they would have received had they only enlisted service.

(b) As the retired leader of the Naval Academy Band is assimilated to a commissioned officer for the purpose of pay, his retired pay is required to be reduced under the terms of section 106 of the Economy Act.

(c) When a retired enlisted man of the Navy also is a retired emergency officer, his retired pay and allowances should be paid by the Navy Department as heretofore, and the veterans' Administration, charged with paying him an amount which, when added to his retired pay and allowances as an enlisted man will equal 75 per centum of the pay he was entitled to receive when discharged from his World War commissioned service (except pay under the act of May 18, 1920), should make a reduction in that amount equal to 8-1/3 per cent of the pay he was entitled to receive when discharged from his commissioned service.

(d) Section 201 of the Economy Act does not preclude payment of the allowance of \$15.75 a month either to fleet naval reservists who are retired upon the completion of 30 years' service after July 1, 1932, or to such reservists on the retired list for physical disability who complete 30 years' service after July 1, 1932. (Comptroller General's decision, A-43204, dated July 29, 1932.)

(e) A first lieutenant whose retirement because of physical disability for promotion was announced June 30, 1932, with rank of captain from June 1, 1932, will be entitled to retired pay of captain in accordance with section 205 of the Economy Act, but with the deductions required by section 106 thereof.

(f) Where an officer has taken a legislative furlough for the entire month of July, 1932, and is retired as of August 1, 1932, his retired pay commencing August 1, 1932, will not be subject to the furlough provisions of sec. 101 (b), but must be reduced as required by sec. 106 of the Economy Act irrespective of the legislative furlough taken while in active duty status. (Comptroller General's decision, A-44086, August 25, 1932.)

(g) The retired pay of a naval officer retired August 1, 1932, is subject to a reduction of 8-1/3 per cent for the remainder of the fiscal year 1933 or such lesser reduction as will reduce the annual rate of retired pay to \$1,000, no credit being allowed for any reduction or checkage of active duty pay during the month of July. (Comptroller General's decision, A-44448, September 10, 1932.)

6. *Section 201—Suspension of automatic increases in compensation by reason of length of service or promotion:*

(a) This section has no application to enlisted personnel. (Comptroller General's decision, A-43204, July 14, 1932.)

(b) The pay of enlisted personnel, active and retired, is exempted from the legislative furlough



and compensation reductions by the terms of the act.

(c) Advancement of a rear admiral from the lower half to the upper half, which becomes effective upon a vacancy in the upper half, constitutes an automatic promotion for the purposes of pay within the purview of sec. 201 of the act of June 30, 1932, 47 Stat. 403, and payment of the increased compensation, when such advancement occurs after June 30, 1932, is prohibited during the fiscal year 1933. (Comptroller General's decision, A-43444, July 25, 1932.)

(d) Officers of the Navy eligible for promotion prior to July 1, 1932, when duly qualified, have a right under the Act of March 4, 1913, to the increased pay from date of eligibility and may be treated as in receipt thereof, notwithstanding the delay incident to their examination and confirmation, and the issuance of their commissions; that is, their increases in compensation may be considered as having been made prior to July 1, 1932, or as of the date stated in their commissions and therefore not prohibited by Section 201 of the Economy Act. (Comptroller General's decision, A-43601, August 3, 1932.)

(e) When an officer is examined for promotion and found physically disqualified because of physical disability contracted in the line of duty and is retired with the rank to which his seniority entitles him to be promoted, as required by the Act of March 4, 1911, his retired pay under Section 205 of the Economy Act should be based on his rank on the retired list and his length of service at time of retirement, but subject to reduction as provided in Section 106 of that act. (Comptroller General's decision, A-43953, August 26, 1932.)

7. *Section 206—Temporary reduction of travel allowances:*

(a) The effect of this section is to render inoperative Section 3 of the Navy Appropriation Act of June 30, 1932, as well as all laws governing payment of mileage and travel allowance to officers whether by air or otherwise, and during the fiscal year 1933 to limit reimbursement of travel allowance of officers of the services mentioned in the Pay Readjustment Act of 1922 to amounts prescribed by statutes and administrative regulations issued pursuant thereto for civilian employees. That is, it eliminates all reimbursement on an actual expense basis and fixes a per diem allowance of not to exceed \$5.00 within the United States, and an average of \$6.00 beyond the limits of the United States. In addition, transportation and pullman accommodations are furnished by the government, or when travel is authorized by privately-owned automobile, reimbursement for its use is on a mileage basis, but not in excess of 7 cents per mile. (Comptroller General's decision, A-43276, July 8, 1932.)

(b) Midshipmen of the Naval Academy are not officers of the services mentioned in the Pay Readjustment Act of 1922 within the meaning of this section of the Economy Act. Accordingly, midshipmen may be paid mileage at the rate of 5 cents per mile for travel performed during the fiscal year 1933 under the conditions stated in the Navy Appropriation Act of June 30, 1932.

(c) The rule that short absences entirely between the hours of 8 A. M. and 6 P. M. do not constitute a travel status such as would entitle to a per diem allowance, applies only to cases where the entire absence, from time of leaving a given station to time of return thereto, is between said hours and does not apply to one-way trips. (Comptroller General's decision, A-43833, August 19, 1932.)

(d) An officer of the Navy traveling under orders who is furnished transportation requests for his personal convenience which results in increased cost to the Government or in reduced cost to him, must pay (1) the increased cost, or (2) the difference between the commercial cost by the official route for the excess distance and the route used by him, or (3) the difference in commercial cost for the ordered travel and the commercial cost of the travel actually performed between different points.

(e) An officer of the Navy who is required to travel in the performance of temporary duty is not entitled to a per diem in lieu of subsistence for any period in excess of 30 days at any one place and the time of travel by common carrier.

(f) Where the ordered travel of a naval officer requires no duty en route or no official travel after reaching destination and he is authorized to travel by privately-owned automobile, it being certified that travel by privately-owned automobile is more economical and advantageous to the Government, if the additional time required for the travel by privately-owned automobile is one or more days in excess of the allowed time for the travel by common carrier, the excess time must be charged as legislative furlough or furlough without pay, as the case may be.

(g) The Economy Act of June 30, 1932, 47 Stat. 382, makes no changes in the laws and regulations respecting travel by air other than in the rate of reimbursement, all other conditions heretofore applicable being still in effect. (Comptroller General's decision, A-43746, August 26, 1932.)

(h) Naval officers authorized to use their privately-owned automobiles for transportation between stations requiring travel of one day or more with no duty en route, may be allowed mileage in accordance with the act of February 14, 1931, 46 Stat. 1103, if properly authorized in their orders, but any additional time required over that necessary by the shortest usually-traveled route by common carrier must be considered as leave without pay under sec. 103 of the Economy Act. (Comptroller General's decision, A-44030, September 1, 1932.)

(i) An employee is not required nor ordinarily should be permitted to use his own automobile where common carriers are available.

If the cost of transportation to be performed by an employee under conditions which do not constitute a travel status (confined between the hours of 8 A. M. and 6 P. M. of the same day) is chargeable to an appropriation available for the maintenance and operation of motor-propelled, passenger-carrying vehicles, such vehicles may be hired for official transportation after compliance with section 3709, Revised Statutes, or an employee may use his personally-owned automobile and be reimbursed for

the cost of gasoline and oil actually consumed on official business. (Comptroller General's decision, A-44307, September 9, 1932.)

(j) Authorization to an officer or employee to use his personally-owned automobile for official travel but not specifying that he would be reimbursed upon a mileage basis, limits the traveler to reimbursement upon an actual expense basis for the gasoline and oil actually consumed not to exceed the cost of travel by common carrier, but he may not be paid the cost by common carrier except upon a showing that the actual expenses equalled or exceeded that amount. (Comptroller General's decision, A-43440, September 10, 1932.)

(k) Mileage—Use of own automobile at headquarters. Short trips from headquarters to points  $8\frac{1}{2}$  miles distant constitute duty at headquarters and do not authorize reimbursement to the employee for the use of his automobile upon a mileage basis. (Comptroller General's decision, A-43473, September 12, 1932.)

(l) Absences from headquarters on official business confined between the hours of 8 A. M. and 6 P. M. do not constitute a travel status and accordingly do not entitle an employee to mileage under the act of February 14, 1931, for the use of his personally-owned automobile. (Comptroller General's decision, A-43562, September 10, 1932.)

(m) Where travel under orders on change of station with grant of leave of absence en route was commenced by automobile in time to have permitted completion of the journey by rail by midnight of June 30, 1932, the provisions of section 206 of the Economy Act do not prohibit payment of mileage for the entire journey notwithstanding the officer did not arrive at his new station until the afternoon of July 1, 1932. (Comptroller General's decision, A-43920, September 16, 1932.)

8. *Section 212—Limitations on amount of retired pay (holding civilian office or position):*

(a) In the application of this section, the retired pay of enlisted men advanced in rank on the retired list to the highest commissioned grades held by them during the World War or the Spanish-American War, should not be reduced below that which they would have received had they only enlisted service.

(b) In applying the provisions of this section, the loss sustained in the civilian office or position by operation of the 5-day week legislative furlough or percentage reduction may be made up by payment of retired pay not in excess of the combined rate of \$3,000, provided there is sufficient retired pay available for this purpose after making the reduction of  $8\frac{1}{3}$  per cent required by Section 106 of the statute. (Comptroller General's decision, A-43204, July 14, 1932.)

(c) In applying the limitation of \$3,000 per annum under section 212 of the Economy Act, it is the combined rate of compensation which controls, irrespective of the number of hours or days of work in the civilian office or position, and not the total

amount of civilian pay and retired pay received during the year. (Comptroller General's decision A-43871, August 17, 1932.)

(d) An officer of the Navy serving on board a vessel sunk by a mine July 19, 1918, who was in the water from 11.00 A. M. until 5.30 P. M., and who, on October 19, 1922, was retired because of chronic pulmonary tuberculosis, an incident of the service, there being no record evidence of any connection between the submersion in 1918 and the disability for which retired in 1922, was not retired because of a disability incurred in combat with an enemy, irrespective of whether a naval vessel sunk by a mine was engaged in combat with an enemy within the meaning of the proviso of section 212 (b) of the Economy Act of June 30, 1932, 47 Stat. 406. (Comptroller General's decision, A-44074, August 19, 1932.)

(e) Warrant officers retired as such, who in computing their service received credit for some commissioned service, will not be considered as receiving retired pay on account of service as commissioned officers within the meaning of section 212 of the Economy Act. (Comptroller General's decision, A-44086, August 25, 1932.)

(f) A retired emergency officer who is also a United States Commissioner is prohibited by the provisions of section 212 of the Economy Act from receiving both retired pay plus civilian compensation in the form of fees for services as a United States Commissioner, in excess of \$3,000 per annum. (Comptroller General's decision, A-44560, September 20, 1932.)

9. *Miscellaneous:*

(a) *Leave without pay.* No rental or subsistence allowances accrue to a naval officer or nurse during a period of absence on leave without pay in excess of the 24 days' legislative furlough required by sec. 101 (b) of the act of June 30, 1932, 47 Stat. 399.

(b) *Deduction from advance pay.* The three months' pay authorized by the act of March 4, 1917, 39 Stat. 1181, to be advanced to naval officers under certain conditions, must have deducted therefrom  $2\frac{1}{2}$  days' pay for each month's salary so advanced.

(c) *Hospital Fund.* The 20c hospital checkage required by sec. 4808, R. S., is from pay due each officer and, accordingly, no deduction is required when no pay is due by reason of the officer being on leave without pay. (Comptroller General's decision, A-43444, July 25, 1932.)

(d) *Death Gratuity.* The measure for computing the six months' death gratuity payable to the designated beneficiaries of Army or Navy officers dying during the fiscal year 1933 is the rate of pay of the officers established by the act of June 10, 1922, 42 Stat. 625, less  $8\frac{1}{3}$  per cent, which was required to be deducted and impounded at the date of death of the officer under the provisions of section 101 (b) of the Economy Act. (Comptroller General's decision, A-44502, September 14, 1932.)



## "Here Come the Marines!"

BY MAJOR HARVEY L. MILLER, U.S.M.C.R.

■ "Here comes the Quantico Marines!" was the cry that echoed from thousands of throats as an organization of four battalions of well trained, sun tanned marines marched up Pennsylvania Avenue, leading the annual firemen's national parade, a turn-out which this year reached the proportion of attracting the attendance of twenty thousand people.

The four battalions of marines ordinarily would have been very proud to have been mistaken for the Quantico outfit, but as things were they would have much preferred to be called by their right name, "*The Sixth Marine Reserve Brigade*."

For sixteen days, prior to the parade, the Sixth Marine Reserve Brigade had been in camp at Virginia Beach and had disembarked, prior to the parade, just long enough to stage a sun-set parade in which the sun was replaced by a driving rain storm. They even looked like real marines on that occasion.

They had lain on the rifle range, the hot Virginia sun beating down on them—after all they are white collar men.

They had fired in competition, the high man delivering a score of 242 over course "D." They had drilled against each other, in fact throughout the period competition was paramount.

The camp is over now and already those who attended the last one, and many of those who have never attended any camp, are talking about the next one.

As one old timer regular put it "these lads never seem to lose the enthusiasm that was ours when we first stepped into a recruiting office."

Quite naturally it takes hard work, many weekly drills without pay, and assiduous attention to duty to make an outfit such as the Sixth Marine Reserve Brigade "go along."

Accepted in the Marine Corps Organization as an expeditionary force, officers and enlisted men of the Brigade are not below a high and mighty resolve not to fail in this designation.

They understood that the day might come in the not far distant future, when their services will be needed; when the Marine Corps will expand, when the country will again be begging for trained officers and men.

That explains why, during the winter months, the Sixth Marine Brigade has established the Sixth Marine Brigade Reserve Schools, to better prepare themselves for the future.

While at Virginia Beach, close observation was paid to

the Brigade by a board of observers, keenly alert and wide awake, composed of Col. J. J. Meade, Col. D. C. McDougal, Major S. M. Harrington, and First Lt. C. S. Finch, the latter, particularly, made inspection of troops a real point.

Over several days' period the Brigade was honored by the attendance of Brig. Gen. George Richards, the Paymaster General of the Corps, acting for General Fuller, the Major General Commandant.

The Washington Board of Trade made it a point, during the Virginia Beach encampment, to visit the Brigade, during which period they were shown every courtesy. Needless to say their eyes were widely opened to the fact that a Brigade of Marines had come into being under their very noses, without the usual publicity and ballyhoo ordinarily expected by the uninitiated of Marines generally.

During the encampment of the Brigades numerous cups, medals and awards were given out to Companies, squads and individuals. One such award was not given out this year; it was properly inscribed for and intended for "the officer or man having done the most for the Brigade during the year past." Quite naturally had such an award been left to a vote of either the officers or men of the Brigade, or of the Marine Corps Reserve as a whole, it would have gone to Lt. Col. J. J. Staley, the commanding officer of the Brigade, and it was he who considered it best not to award this cup under its present deed of gift.

Some months ago, just to illustrate that Marines can be Marines to the core, the Sixth Brigade staged "a bean dinner" at the Washington Marine Barracks, during the course of which the speaker of the evening, Major Gen. Commandant Ben. H. Fuller, said "I am not unmindful of the fact that an organization such as this does not 'just happen.' I know it requires day-in-and-day-out work the year round, and it is for this more than the fact that the Brigade exists that I wish to express to you my appreciation."

Truer words than Gen. Fuller's were never spoken. In the Marine Corps Reserve the officers and men "have everything but a pay day." They attend drills, they polish their pieces, they keep themselves in spick and span uniform and for one year, at least, their own personal expenditures equalled the government's. Companies and Battalions do not "just happen." Enthusiastic officers and men must go out and recruit them. It is this sort of work that has made the Sixth Marine Brigade a real Brigade of Marines, willing to give all that a good Marine should give.





## Notes and Comment

NEW MARINE CORPS RADIO EQUIPMENT  
By CAPTAIN FRANCIS E. PIERCE, U.S.M.C.

■ The Communication Section of the Division of Operations and Training acting in conjunction with the Quartermaster Department, has developed within the last two years an entirely new series of radio transmitting and receiving units to replace the wartime apparatus.

Nothing has been published to date on the new types of apparatus and it will probably be of interest to the service at large to learn something of the new types that will be available for issue in the near future.

The largest set developed is known as the type MC-500, and is a truck set intended for use of brigades or larger units. It is briefly a 500 watt combination high and intermediate frequency transmitter, with suitable receiving equipment, mounted on a one and one-half ton White chassis in a special body. This set has an estimated range of about 2,000 miles. Delivery of four of these sets will be made in the near future.

The next type of set is known as the MC-100 and is intended for use of any unit down to and including the battalion, but may be used by any organization in isolated localities. It is a 15 watt high frequency transmitter and receiver having a reliable daylight range in excess of 500 miles under favorable circumstances. Two types of power equipment are available for this set; first, a hand driven unit capable of being operated by two men, and second, a gasoline engine driven unit for semi-permanent camps where the necessary gasoline supply is available. The MC-100 set may be readily packed by mule or carried in a signal Cole cart. No storage batteries are required for this set, thus eliminating the weight and the attendant difficulties of charging batteries in isolated localities.

The last and newest unit is the type MC-800 patrol set. Inasmuch as this type of set is the one which will come under the observation of more officers, and is therefore of greater interest to the service as a whole, it is the purpose of this article



Transmitter in Operation

to describe this set in detail, and describe some of the different problems encountered in its design.

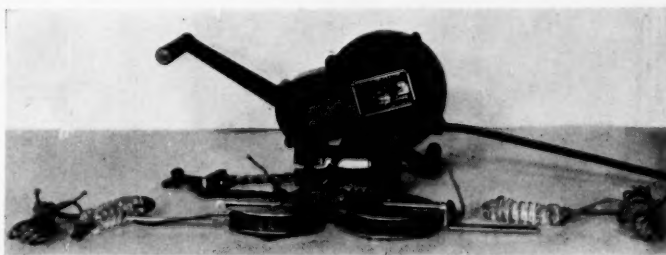
There has been need for a number of years of a small light patrol transmitter and receiver for Marine Corps expeditionary use that would be suitable to accompany a small scouting or combat detachments into the field in order that they might maintain contact with their base up to distances of about fifty miles. The set should be capable of being carried and operated by two men and should be divided into two units, the weight of either not to exceed twenty-five pounds, or a total weight of the entire set of fifty pounds. In addition to the above requirements, the set should be rugged, reliable, and as nearly fool proof as possible.

Until recently no set fulfilling all of these requirements had been developed. The Army Signal Corps has developed a loop set that meets the requirements for portability, but the set is not intended to operate over distance that would be covered by a Marine Corps patrol in the course of two days' march.

With these points in view the Marine Corps has developed an entirely new type of set that meets with the exacting requirements of patrol work and in addition is about one-half the weight of the Signal Corps loop set.

Inasmuch as the new Marine Corps field sets, type MC-100 that have been developed during the last two years, have been designed to operate on a frequency band of from 2,000 to 5,000 kilocycles, it was considered desirable to operate patrol sets in the same frequency band. Utilizing this frequency band gave the advantage of greater range for the given weight, and also a smaller antenna than could be used with intermediate frequencies.

This, incidentally, is a major consideration when operating along jungle trails or in congested localities. After tests in the field, it was decided that

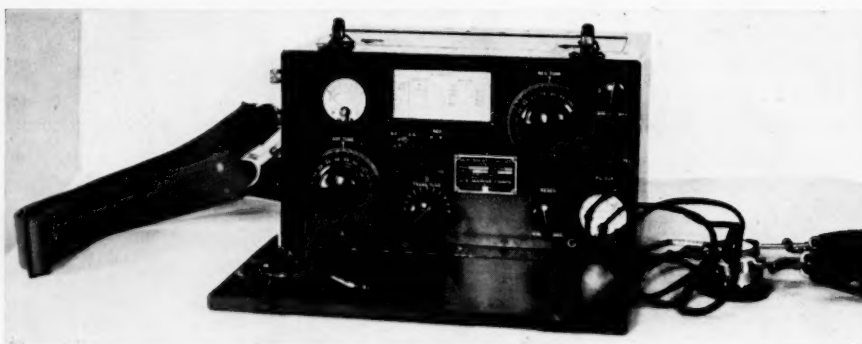


Generator and Antenna Equipment

a frequency in the neighborhood of 4,000 kilocycles would be most suitable, as the phenomena of "skip distance" became troublesome at higher frequencies, and at lower frequencies the size of the antenna became too large for easy erection in thickly forested country. For the above reasons the Marine Corps frequency of 4135 kilocycles was chosen for the new patrol set.

The power source for the transmitter was another major item for consideration. Dry batteries were out of the question due to weight. Gas engine drive was not feasible due to noise and weight. Therefore, the conclusion was reached that the only suitable source of power for the patrol set would be a hand-driven generator. There are on the market only a few good hand-driven generators. These were found to be all direct current generators. For a power source for the transmitter two sources of voltage are necessary, one for high voltage for the plate supply of the transmitter, and the other low voltage suitable for filament lighting.

Direct current generators in small sizes and high voltage output are notoriously unreliable in operation and it was with considerable misgiving that these were first considered. Fortunately, about this time the Heintz and Kaufman Company, of San Francisco, California, developed a small alternating current generator with no moving electrical contacts. This generator was adopted for use and proved most reliable. In the finished form it is equipped with a gear train for hand drive and a device for clamping it to a post, tree or stake. The generator complete weighs but seven and one-half pounds, develops seventy-five watts and can be easily driven by one man. The machine generates two voltages at 600 cycles, one for plate supply at 16 volts, and the other at 8 volts for filament supply. Transformers are incorporated in the transmitter proper to change these voltages to those suitable for supplying the transmitting tube, thus keeping all high voltage within the transmitter proper.



No. 370. Front of Transmitter Case

The type of transmitter was the next point for consideration. Initial tests were made with a seven and one-half watt transmitter tube in a conventional circuit, but it was found that the frequency shift on the transmitter when coupled to the antenna, under

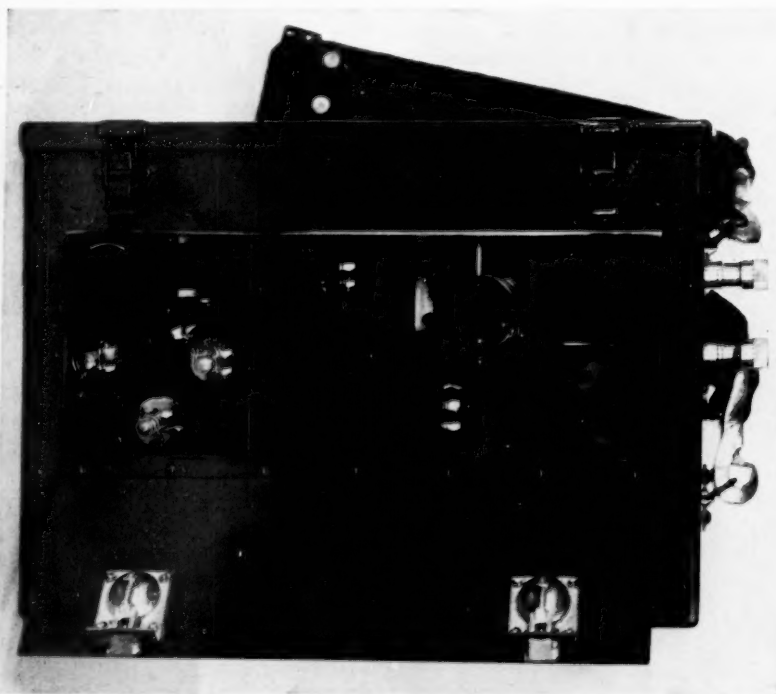
a widely different condition made this combination impracticable. In addition the filament drain of almost fifteen watts for this type of tube was a serious drawback.

A master oscillator power amplifier combination was next tried utilizing three receiving tubes type 245. This combination gave the required frequency stability and power output but introduced unnecessary circuit complications and also a heavy filament drain. The character of the emitted signal was not suitable for reception through heavy tropical static at any distance.

At this stage when the solution of the problem appeared difficult, it was suggested that a trial be made of crystal control, utilizing the well known piezo-electric properties of quartz, in combination with a type 247 pentode receiving tube. The combination was a most happy one, as it gave the frequency stability of the master oscillator power amplifier circuit, and the high pitched distance covering note of the crystal, and still used only one tube. Thus at one stroke circuit complications were overcome, filament drain minimized, and suitable power output was obtained to cover the required distance of fifty miles.

From this time on development was rapid. The sample set incorporating the above changes was assembled and field tests initiated. They were successful beyond all expectations. No trouble was found in covering the required distance and no trouble developed within the transmitter.

The receiver utilized with the set presented no complications. It consisted of a simple receiver with autodyne detection, employing three tubes all of the same type, UX-232, operating from a set of standard dry batteries. The fact that the receiver has been pre-



Interior of Transmitter Case





Type MC-800 Radio Equipment Packed for the Trail

served unchanged throughout the innumerable tests and changes of the transmitter speaks well for its reliability.

The patrol set as finally developed and placed in production consists of a combination transmitter and receiver in one metal cabinet. The front of the cabinet drops down forming a shelf for the transmitter key. The top, opening with a hinged lid, affords access for tube replacements. A separate compartment in the rear affords room for the storing of the telephone receivers, spare tubes, and extra receiver coils. At the left end are located a pair of heavy binding posts for the connecting of the antenna. There are rings for a webb carrying strap at the left end.

When the front of the cabinet is open access is had to all tuning controls. From left to right facing the set they are: Antenna tuning dial, crystal tank dial, crystal and self exciting switch for use in case of failure of crystal, antenna send-receive switch, and receiver tuning dial. The meter at the upper left of the panel indicates antenna current and that at the lower right the receiver voltage and current.

The second case contains the hand driven generator, antenna reels, generator and battery cable, and batteries for the operation of the receiver. Rings are also provided on this case for a webb carrying strap. The weight of each of these cases is approximately twenty-five pounds or fifty pounds for the entire set, complete with all equipment.

The sets as received from the manufacturer, together with a Marine Corps field set type MC-100,

were taken into the field by truck for a final test.

A Marine Corps field set was installed in the Radio Test Shop at Washington, D. C., for communication with the field party. The Blue Ridge Mountains were chosen for the territory over which to conduct the field tests as they would simulate the type of country in which the patrol sets would be found most useful.

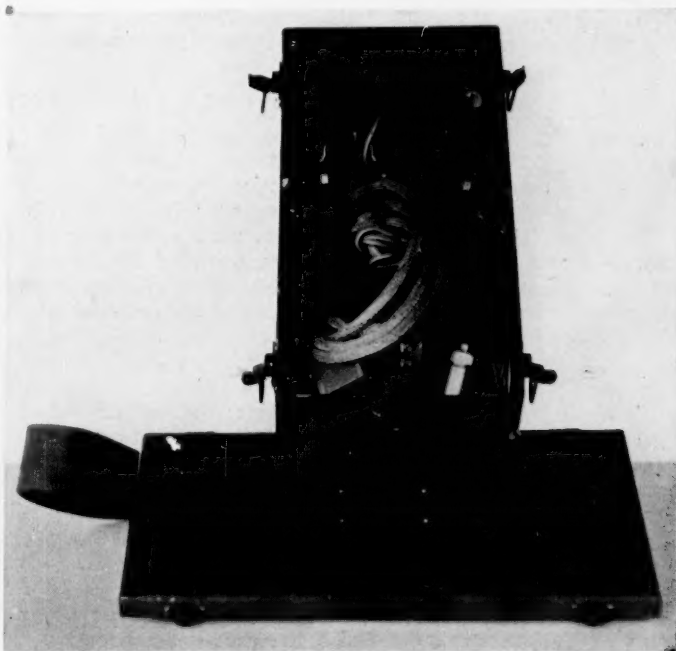
The field set of the truck party was erected at Crozet, Va., in the shadow of the Blue Ridge and the patrol sets were taken in and over the mountains. Tests were made under all conditions with uniformly successful results.

To show the capability of the set an incident may well be quoted. When the patrol set was erected at Lacey Springs, Va., in the Shenandoah Valley, for test with Crozet, the operator at Crozet was heard in communication with the Test Shop at Washington, D. C. The Crozet operator informed the Washington operator that he had a schedule with the field party and for the Washington operator to listen.

The schedule with Crozet was kept by the patrol set and then Washington was called. The Washington operator immediately stated that the received signal was of good audibility and easily readable. The antenna was six feet above the ground. The distance between the patrol set and Washington, D. C., was over 100 miles, air line, with the 3,000 foot Blue Ridge range between the stations.

To show that this was not freak operation Washington was called during the following day on the patrol set from Massanutton, Va., with the Blue Ridge still in between the stations and they answered immediately. The Washington operator stated the signals were of excellent audibility. The distance covered in this second test was eighty-six miles, air line.

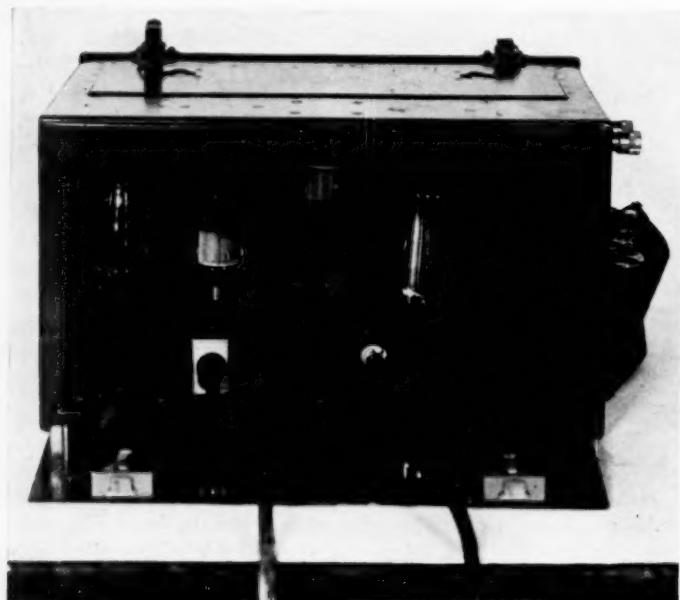
The MC-800 patrol sets are now in quantity production and it is expected that delivery will be made in the near future to both the signal companies, for field trials, and for the purpose of familiarizing their operators in handling the set.



No. 371. Battery and Spare Parts Case



When the Marine Corps series is complete and the apparatus listed in this article is in the hands of the communication personnel of the Marine Corps, this branch of the service will have available communica-



Rear of Transmitter Cabinet Showing Spares

tion facilities equal to that of any of the armed forces of the United States and in addition it will have apparatus especially designed and fitted for the somewhat exacting requirements of expeditionary duty.

#### CONDITIONS IN NICARAGUA

■ A copy of the Annual Report of the Collector-General of Customs of Nicaragua, the Hon. Irving A. Lindberg, High Commissioner, to the President of Nicaragua and the Secretary of State of the United States, has been received and contains many items of interest to the officers and men who have served in that country with the Marines since the year 1926.

Selected extracts from this interesting report follow:

"During the year Nicaragua suffered from the world wide depression but not to such an extent as other countries, even taking into consideration the destructive earthquake which practically destroyed the city of Managua on March 31, 1931.

"The bonded indebtedness of the Republic for the year was reduced over C\$ 370,000.00, and the payment of the interest and amortization was promptly effected throughout the year.

"The economic depression was due to the low price of Nicaragua's exportable products, namely: coffee, cattle, sugar, hides, cabinet and dye woods, rubber, lumber, bananas, metals and cotton; the continued curtailment of development work by the fruit companies on the east coast; the withdrawal of a greater part of the United States Marines, whose expenditures did much to help the economic situation in the four preceding years; unfavorable weather conditions which adversely affected the output of agricultural food products; all of which combined with the earthquake of March 31, 1931, diminished the purchasing power of Nicaragua and was reflected in decreased revenues.

"Nicaragua, being primarily an agricultural country, subsists on its agricultural products, and if the production is curtailed or the prices are low, the purchasing power is reduced accordingly. The economic condition of Nicaragua depends

upon its exportable products. In former times there was more diversification of agricultural products than in the other Central American Republics, but political and economic conditions have disturbed and very adversely affected this diversification."

#### ROAD CONSTRUCTION

"Although revenues decreased considerably during the year as a result of the general depression, the low price of coffee, and the Managua earthquake, the building of the road from Managua to Rama on the Escondido River, Atlantic Coast, was continued insofar as funds available permitted, and it is the intention to continue construction although on a more limited scale during the year 1932. Elsewhere road construction and repairs were carried out on a limited scale owing to lack of funds. The funds expended on the Tipitapa-Rama highway were furnished by the Pacific Railroad of Nicaragua, entirely owned by the Republic.

#### PUBLIC IMPROVEMENTS

"The magnificent Presidential residence standing on La Loma hill overlooking the city of Managua and erected by General Jose Maria Moncada, the present incumbent, was seriously damaged by the earthquake of March 31, 1931. Fortunately, the President of the Republic was absent on State business elsewhere at the time of the disaster.

"The building is now undergoing repairs and should be ready for occupancy before June 30, 1932.

"The Government is negotiating with a view to the construction of the following buildings, to replace those destroyed by the earthquake.

- (a) National Palace for Government offices.
- (b) Communications Building to accommodate Post Office, Telegraph and Telephone.
- (c) Palace of Justice.
- (d) Building for Collectorship-General of Customs.

"These buildings will cost approximately two million cordobas, and it is the intention of the Government to begin construction, if possible, before the end of 1932."

#### INTERNAL DISORDERS

"Banditry still persists in Nicaragua, being confined principally to the regions bordering Honduras, although one raid was made on the East Coast in April, 1931, in which were killed several American civilians and other Nationals on the banana farms of the Bragman Bluff Lumber Company near Puerto Cabezas.

"To a certain extent banditry is a result of unemployment and the economic depression combined with the after effects of the revolution of 1926-1927, which latter resulted in creating an element of malcontents who preferred to resort to guerrilla warfare and robbery rather than return to the peaceful and prosaic pursuits of life. Easy escape over the borders of Honduras when hard pressed by the National Guard, has further complicated the problem of the suppression of bandit activities in Nicaragua."

#### PUBLIC DEBTS

"The payments for the service of the bonded debt were continued as usual throughout the year 1931, the Collectorship-General of Customs and the High Commission providing for the debt service of the Bonds of 1909 and the Guaranteed Customs Bonds of 1918, respectively. The Public Debt is as follows:

	Feb. 28, 1931	Feb. 29 1932
Feb. 28, 1931, £ 530,360 at \$ 4.8665	C\$ 2,580,996.94	
Feb. 29, 1932, £ 490,280 at \$ 4.8665		C\$ 2,385,947.62
Guaranteed Customs Bonds of 1918	1,362,750.00	1,187,750.00
Total Bonded Debt	C\$ 3,943,746.94	C\$ 3,573,697.62
Estimated debts and claims, latter subject to adjudication by the Claims Commission	18,000,000.00	18,000,000.00
Total Public Debt (estimated)	C\$ 21,943,746.94	C\$ 21,573,697.62

"Nicaragua's public debt is being reduced rapidly, and were it not for claims arising out of the last revolution, the Public debt would be unusually small."

\* \* \* \* \*

#### CLAIMS COMMISSION AND PAYMENT OF CLAIMS

"By Presidential Decree of July 30, 1929, a Provisional Claims Commission was established for the consideration of claims against the Republic of Nicaragua. Upon nomination of the Secretary of State of the United States, President Moncada appointed Mr. J. S. Stanley of New York as President of the Commission, and Dr. Enoc Aguado (Liberal) of Managua, and Dr. Ignacio Suarez (Conservative) of Granada members.

"On December 31, 1929, there were before the Commission 16,863 claims amounting to C\$ 17,346,319.78, of which the principal foreign claims included in this total were:

American (80 claims)	C\$ 2,473,914.63
British (164 claims)	280,326.20
Italian (19 claims)	167,118.71

"By enactment of the Nicaraguan Congress, effective February 10, 1930, the provisional status was eliminated, and the Claims Commission empowered to render final awards, and also authorized to determine the date for closing the period for the presentation of claims.

"By resolution of the Claims Commission of the same date (Feb. 10, 1930), the period for the reception of claims was limited to March 31, 1930. This period was further extended to October 16, 1930.

"Between February 6, 1930, and February, 1931, claims to the number of 3,631 were adjudicated by the Commission. The payment of awards to the respective claimants was made, in cash, by the Minister of Finance, involving an expenditure of C\$ 165,593.85. Claims not exceeding the nominal value of one thousand cordobas were given preference in settlement in order that an immediate distribution of funds might be made to impecunious and in some instance destitute claimants. Claims from areas in which, owing to civil strife in 1926-1927, subsequent bandit activities and general economic conditions, financial aid appeared to be most pressing, were afforded first consideration.

"The face value of claims adjudged and amounts awarded between February, 1930, and February, 1931, in the Departments hereinafter specified were:

Chinandega	C\$ 602,731.31	C\$ 80,393.70
Leon	466,728.34	58,850.09
Granada (incomplete)	101,907.86	14,659.31
Nueva Segovia (incomplete)	115,168.77	11,690.75
	C\$ 1,286,536.28	C\$ 165,593.85

"The balance of claims, not exceeding C\$ 1,000.00 each, in Nueva Segovia and other Northern Departments, Jinotega, Esteli and Matagalpa, which have been the chief fields of bandit depredations, were under consideration when the

earthquake of March 31, 1931, occurred. The earthquake and the resultant fire destroyed the National Palace building, and also all the claims in the offices of the Claims Commission which were located in the National Palace. Owing to the destruction wrought by the earthquake and fire, the work of the Claims Commission was temporarily suspended by Executive Decree of April 29, 1931."

\* \* \* \* \*

PACIFIC RAILROAD OF NICARAGUA

"The Government owns all of the stock of the railroad. In November, 1929, the Government cancelled the agreement with the J. G. White Management Corporation, and assumed full management, the Corporation in question having previously managed the railroad. The present General Manager of the Railroad is Mr. F. M. Townsend. He was appointed in 1930.

"The railroad is 145.72 miles long being single track.

"To avoid passing close to Lake Asososca, a new route is under construction between Managua and Los Brasiles. On December 31, 1931, 12½ kilometers of the new line had been graded and was ready for track laying. Up to that date, the sum of C\$ 55,211.08 had been expended on this new change of route. The work will be completed about April 1, 1932.

"The reasons for this change of route from Managua were that on March 31, 1931, a very destructive earthquake occurred which caused landslides to block the line between Managua and Asososca Station. Several days passed before traffic was reestablished. Slides occurred above and below the track, and in many places the bank on the lake side of the track slid into Asososca Lake.

"To avoid future danger, it was determined to change the route. The new route will have a greatly reduced summit elevation between Managua and Los Brasiles.

"A new station at Masaya of steel and reinforced concrete for passengers and freight was begun in February, 1931, and should be finished during 1932. The passenger station will be 264 feet long, by 42 feet wide, while the freight room will measure 120 by 26 feet. The estimated cost of this project is C\$ 45,000.00.

#### NEW RAILROAD CONSTRUCTION

"Leon—El Sauce: From January to December, 1931, there were constructed 15.84 kilometers of the Leon—Sauce railroad at a cost of C\$ 117,000.00, the total of this new road completed up to December 31, 1931, being 34 kilometers, all at a total cost of C\$ 240,855.24. On May 19, 1932, there remained approximately 20 kilometers to be constructed in order to reach El Sauce.

"San Jorge—San Juan del Sur: From January 1 to December 31, 1931, 9 kilometers of this new railroad were completed at a cost of C\$ 128,024.04. Up to March 1, 1932, eighteen kilometers had been built at a total cost of C\$ 200,606.90. At the end of May, 1932, there were still to be constructed 10 kilometers to complete the railroad to San Juan del Sur."

\* \* \* \* \*

NATIONAL GUARD OF NICARAGUA  
(GUARDIA NACIONAL)

"On February 6, 1931, Lieutenant Colonel Calvin Bruce Matthews, U. S. Marine Corps, was appointed Major General in command of the National Guard of Nicaragua, superseding General Douglas C. McDougal, who, on his own request, was reassigned to duty in the Marine Corps. Since his appointment, General Matthews has conducted the affairs of the National Guard in a highly efficient manner. During and after the earthquake on March 31, 1931, the very meritorious services rendered by him, Colonel Walter G. Sheard, his Chief of Staff and other officers and enlisted men of the Guardia deserve special mention.



## FROM THE *first fight*



**E**ARLY in the year 1776, Captain Nichols led a detachment of 300 men into the first fight history has credited to American Marines.

The action was a raid on New Province, Bahamas. Disembarking from sloops under a hot and shattering fire from the British fort, these first leathernecks overcame fierce resistance, stormed the fort's parapets, and planted Old Glory over the town of New Province.

The first fight—and a grand one!

In many ways the Corps of today is different. But it's interesting to note that then, as now, special attention was given to the physical development of Marines. An order more than 130 years old states that Marines must be "well-built, vigorous and hardy."

And even in those days the Marine Corps paid keen attention to *keeping* its men fit to fight. Even then special attention was paid to food for the Corps.

Today, food for the Marine receives greater consideration than ever before—so it is with special pride we note Grape-Nuts as a fixture on the Marine diet. Served with milk or cream, Grape-Nuts gives you more varied nourishment than many a full meal!

Try the delicious crisp brown kernels of Grape-Nuts for your breakfast tomorrow. Grape-Nuts is a product of General Foods, sold by grocers everywhere.



### STRENGTH, NATIONAL GUARD

*Officers:* There are 204 officers commissioned as such in the National Guard, being composed of the following personnel:

Commissioned Officers of the U. S. M. C.	60
Commissioned Medical Officers, U. S. Navy	7
Pharmacists Mates, U. S. Navy	16
Non-Commissioned Officers, Marine Corps	83
Nicaraguan Officers of the line	35
Nicaraguan Medical Officers	3
<b>Total</b>	<b>204</b>

**NOTE:** There have been from time to time a number of non-commissioned officers of the Marine Corps assigned to the National Guard in a temporary, probationary understudy status preparing themselves to fill vacancies as they occur in the authorized strength. These men receive no pay from the Government of Nicaragua.

"On January 1, 1931, there were 15 Nicaraguan Commissioned Officers in the National Guard, while at the end of 1931, the number had increased to 38 Commissioned Nicaraguan Officers, all of them well equipped for the performance of their duties as such.

*"Enlisted Personnel:* On January 1, 1931, the enlisted men of the Guardia Nacional and paid from Guardia Nacional funds, amounted to a total of 1,865. On December 31, 1931, the number of such men was 2,150. Apart from this number, there were on December 31, 1931, ninety men under control of the Guardia Nacional, protecting mines and plantations, belonging to private companies, the pay of these men being at the expense of such companies.

*Military Academy:* The Military Academy of the Guardia Nacional is at present, and for some time has been in charge of Captain Edward J. Trumble, a very intelligent Officer with a fine fighting record. On account of his personality and efficiency, he enjoys the confidence and esteem of both Nicaraguans and Americans. He ranks as First Lieutenant in the U. S. M. Corps. On January 1, 1931, there were 32 cadets in the Academy, while on December 31, 1931, there was a total of 73 in the Academy in preparation to take up their duties as Officers in the National Guard.

### CONTACTS

"During the year 1931, there were 137 engagements or contacts between the Guardia Nacional forces and bandits, the former being generally outnumbered five to one, but the bandits always met with defeat, although at times only after very intensive fighting. The bandits have never attempted to fight on equal terms, their method being ambushing small patrols of Guardias with overwhelming numbers. In the numerous engagements where Nicaraguan Officers were in sole command, they gave a very good account of themselves, which reflects credit on their training by Marine Officers. The Nicaraguan soldier is very brave in battle, and when properly handled is an excellent soldier. The bandits were well armed, as a general rule, and at times in command of competent Chiefs. Most of the fighting was confined to the Northern areas of Nicaragua.

### CASUALTIES

#### Bandits:

Known number killed during 1931	218
Known number captured during 1931	58
Known number wounded during 1931	198
<b>Total</b>	<b>474</b>

as against 260 during the year 1930.



**Guards:**

Killed in action	14
Wounded	32
Captured or missing	None
American Officers killed in action	3
American Officers killed from earthquake and other accidents serving with National Guard	6
American Officers wounded	1
<b>Total</b>	<b>56</b>

"From October 1, 1929 to September 30, 1930, there were 10 Guards killed in action, and 19 wounded.

**ARMS, SUPPLIES CAPTURED**

"The following arms and supplies were captured from the bandits by the National Guard during the year 1931:

31 Rifles	75 Animals, various
19 Pistols	22 Saddles
11 Shotguns	36 Camps destroyed, as well as much bandit provisions.
40 Bombs	
33 Dynamite Sticks	
72 Cutachas (Sword machetes)	
1000 Rounds ammunition, various	

**MEDICAL DEPARTMENT, NATIONAL GUARD**

"The Medical Department remained under the charge of Colonel Gordon D. Hale, who holds rank of Commander, Medical Corps, U. S. Navy. The Medical Department is a credit to Commander Hale, who with Lieut. Commander H. B. Boone, signally distinguished themselves in caring for the injured during the earthquake which practically wiped out the city of Managua on March 31, 1931. He has six Commissioned Officers of the Medical Corps of the U. S. Navy assisting him in the Guardia Nacional, as well as sixteen Pharmacists Mates with Commissions in the National Guard, and three Nicaragua Medical Officers. All of these Medical Officers have rendered most excellent service, not only attending to the wants of members of the Guard but to civilian natives as well, and all free of charge. No practice among the civil population is undertaken by National Guard Medical Officers except when called into consultation by local doctors or in outlying districts where no Nicaraguan doctors are available.

"The National Guard General Hospital is located in the city of Managua.

**NATIONAL PENITENTIARY**

"This building was completely destroyed by the earthquake of March 31, 1931, and has not been rebuilt for lack of funds. The majority of the inmates perished when the building collapsed. Dr. Hugo F. A. Baske of the U. S. Navy, who was on duty in the building at the time of the disaster, was also killed.

**MANAGUA POLICE DEPARTMENT**

"The National Guard continued to furnish the Police force for the city of Managua, Captain H. M. H. Fleming being relieved as Chief of Police by Captain E. F. Carlson on December 22, 1931. Both of these Officers are very efficient, and during the Managua earthquake distinguished themselves in caring for the dead and injured.

**EXPENSE, NATIONAL GUARD**

"The total expenditures of the National Guard for all purposes during the year 1931, from January 1st to December 31st, amounted to C\$ 1,104,833.83. This includes C\$ 40,400.70 used for the maintenance of prisons throughout the country, and C\$ 22,889.82 for maintenance and pay of students at the Military Academy."

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## NICARAGUA CANAL SURVEY

"The work on the new survey of the Nicaraguan Canal Route by the United States Government, which began on August 29, 1929, was completed during the past year.

"A great deal of interest and enthusiasm have been created throughout the world due to the possibility of an interoceanic canal through Nicaragua. It is believed that such a canal will eventually be constructed, and there are many advocates who favor immediate construction.

"The survey of a proposed route has continued under the supervision of Lieutenant Colonel Dan I. Sultan of the United States Army, and excellent results have been obtained. While Nicaragua is in the earthquake zone, it is believed that earthquakes that might occur in Nicaragua would not affect a canal.

"A brief summary of the Nicaraguan Canal project given by Colonel Sultan is as follows:

"Starting from Brito on the Pacific Ocean, the Nicaragua Canal will follow generally the Rio Grande to a low ridge (the west divide) and thence down the Las Lajas to its mouth on Lake Nicaragua a few miles south of San Jorge. In this, the Pacific section, the main problems to be studied are the layout and plans for the harbor at Brito, and the location, design, and lifts of the locks. The canal as planned from old surveys is now inadequate. Larger ships and the greatly increased commerce that will use the canal require a larger and better harbor. Locks must be larger and will require more extensive rock foundation. The time of transit of ships must be reduced in every way consistent with economy in canal construction and with sound engineering. Time is of more importance than it was thirty years ago and each hour's delay caused to shipping today represents a large sum of money. The present problem in the Pacific section is therefore to straighten the canal and to determine the correct location and layout of the locks and terminal harbor. Large areas are being surveyed and much diamond drilling is in progress to determine the adequacy of foundation.

"From the vicinity of the mouth of the Las Lajas the canal will cross Lake Nicaragua to Fort San Carlos. Locating the channel in the lake so as to provide safe navigation with minimum dredging and curvature, and designing the lake harbors are the main problems in this sector.

"Below Fort San Carlos the canal will follow in general the San Juan River Valley to the vicinity of the main dam. The water level of the lake or reservoir behind the dam must be so regulated as to provide ample water at all times for lockage purposes. During the rainy season enough water must be stored to carry through the next dry season. Sites for such a dam exist between Ochoa and Machuca Rapids, both inclusive. The present problem is to determine the best site. It goes without saying that such a site must have suitable foundations for the huge dam structure that will be necessary. The spillway must be capable of discharging 100,000 feet per second. The lower down the San Juan Valley the dam is located the higher it must be. The nearer to the Caribbean the dam is placed the longer the lake above it will be, and navigation in a deep lake is preferable to navigation in narrow cuts. In general it may be said also, that the farther down the valley the dam is placed or summit level is carried, the smaller will be the amount of excavation between the dam and Greytown. Defense plans require that the dam and the locks must not be in exposed locations. They cannot be too close to the sea. The location of this main dam is one of the big problems to be solved.

"In the Caribbean sector below the big dam there are many important problems that must be studied. It

is perfectly feasible to build a canal following in general the north bank of the San Juan River to Greytown. Such a canal would have poor foundations for the extensive embankments that would be necessary. A so-called highlevel line is coming in for special study. A canal on this line would leave the San Juan River near Conchuda, cross the basin of the San Francisco River at lake level to the East Divide, and thence follow the valley of the Deseado River to Greytown. A harbor at Greytown, which is common to both lines, is feasible and practicable from an engineering point of view, but it involves the solution of many delicate problems and will be expensive because of the enormous sand movements taking place along the coast.

"The report on the survey was submitted to the United States Congress during the latter part of 1931."

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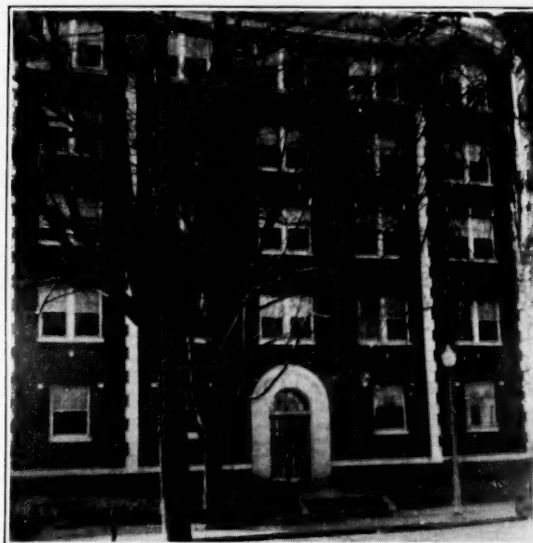
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